



530, 550, 580 Kerr Street
and 131, 171 Speers Road

Official Plan Amendment
Urban Design Brief

November 12, 2021

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1.0 INTRODUCTION

This Urban Design Brief has been prepared by Urban Strategies Inc. on behalf of April Investments Limited (owner of 588 Kerr Street), 527079 Ontario Limited (owner of 530 Kerr Street), Trans County Development Corporation Limited (owner of 131 Speers Road), and Oakville Developments (2010) Inc (owner of 550 Kerr Street) in the Town of Oakville (**together known as the “landowners”**). This document is in support of an Official Plan Amendment (**the “OPA”**) to permit the redevelopment of lands municipally addressed 530, 550, 580 Kerr Street, 131 and 171 Speers Road (**together known as the “subject site”**) into a comprehensive mixed use, transit supportive neighbourhood (**the “Proposal”**).

The purpose of this document is to analyze the Proposal with respect to all applicable urban design policies and guidelines and to provide an urban design rationale for the proposed implementing OPA.



2.0 SITE AND SURROUNDING CONTEXT

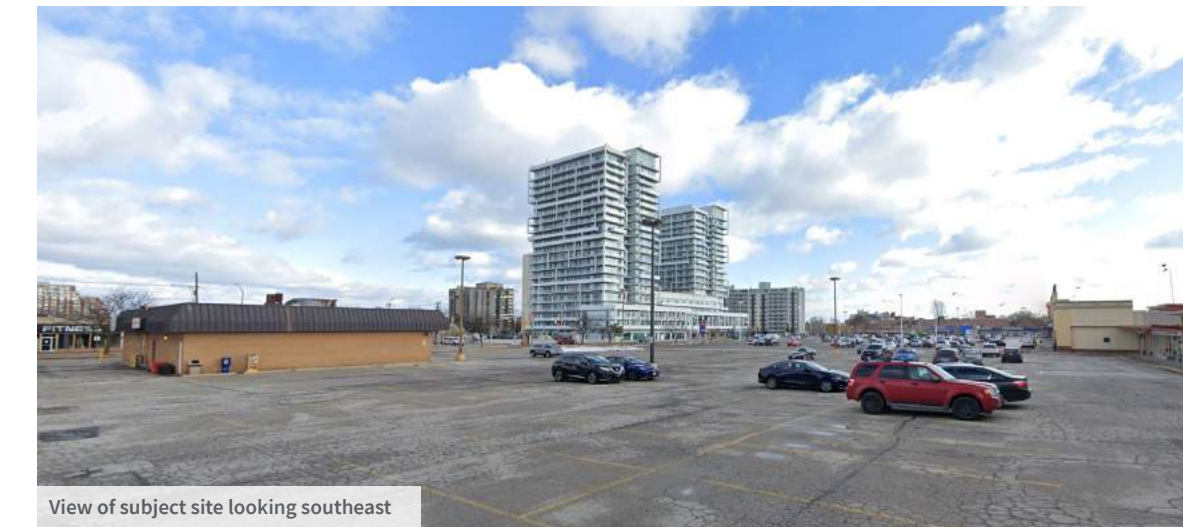
2.1. The Subject Site

The subject site is located at the northwest corner of Kerr Street and Speers Road in the Town of Oakville's Kerr Village (see Figure 1). It is bound by Speers Road to the south, Kerr Street to the east, a CN rail corridor to the north, and a commercial property occupied by a low-rise industrial building to the west at 201 Speers Road.

The subject site consists of five properties with a total site area of approximately 5.7 ha (14.1 acres) and is currently occupied by a commercial plaza containing a variety of retail and commercial uses, including a Food Basics grocery store. Approximately 7,721 square metres of the subject site are currently utilized for surface parking.

A planned land expropriation and realignment of Kerr Street as part of a grade separation project conducted by Metrolinx, reduces the subject site to approximately 4.8 ha (11.8 acres).

- Post Expropriation Site Boundary
- Boundary Between Existing Properties



2.2. Surrounding Context

The subject site is located approximately 1 kilometre west of the Oakville GO Station. Speers Road, identified as a Regional Transit Priority Corridor in the Town's Official Plan, provides direct connection between the subject site and the GO Station (see Figure 2).

The subject site is also a part of the Upper Kerr District of Kerr Village Growth Area, marking the northern end of retail main street.

Today, the land uses and building forms in immediate proximity to the subject site are characterized by a mix of high-rise and low-rise residential, business, and commercial uses.

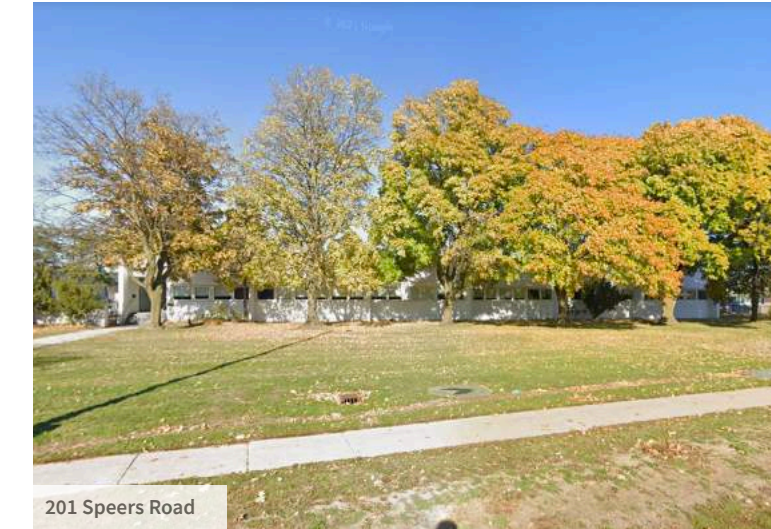
The area around the Oakville GO Station and Kerr Village has been experiencing significant growth in recent years. A recently completed condominium development consisting of two tall buildings with commercial uses at grade is located directly east of the subject site along Kerr Street at 65 Speers Road. A number of intensification development applications in the area are currently under review.

To the south of the site there are low-rise residential uses in the form of single and semi-detached homes. A mix of low and mid-rise apartment buildings frame Kerr Road south of Speers Road, and a public school is located to the southeast.

To the west and north of the site are predominantly employment uses. A single storey heritage building is located at 201 Speers Road. It is a Listed property in the Town's Heritage Register but is not designated under Part IV of the Heritage Act. The Town states that it was identified as a property with potential cultural heritage value for its industrial building designed by a renowned architect.



Figure 2. Aerial view of the site and surrounding context



201 Speers Road



65 Speers Road



Commercial Plaza on the north of Shepherd Road



Low-rise residential building at 70 Stewart Street



Street View of Kerr Street



Street View of south of Speers Road

3.0 THE PROPOSAL

3.1. Overview

The Proposal and its implementing Official Plan Amendment will enable a comprehensive, phased development of a mixed-use complete community. Through a Comprehensive Development Plan and Demonstration Plan, the Proposal demonstrates the site's potential to provide a series of new mixed use buildings with heights ranging from eight storeys to 28 storeys (see Figure 3). The site is able to accommodate the delivery of a total GFA of 194,200 m² and a density of 3.4 FSI (see Table 2).

A mix of residential and commercial uses are proposed as well as a one-acre public park at the centre of the block, a public square at the north west corner of Kerr Street and Speers Road intersection, and green, pedestrian connections throughout the site. The planned retail includes the retention of a grocery store use. The street network connects to the surrounding urban fabric, in particular at Shepherd Road and St Augustine Drive (see Figure 4).

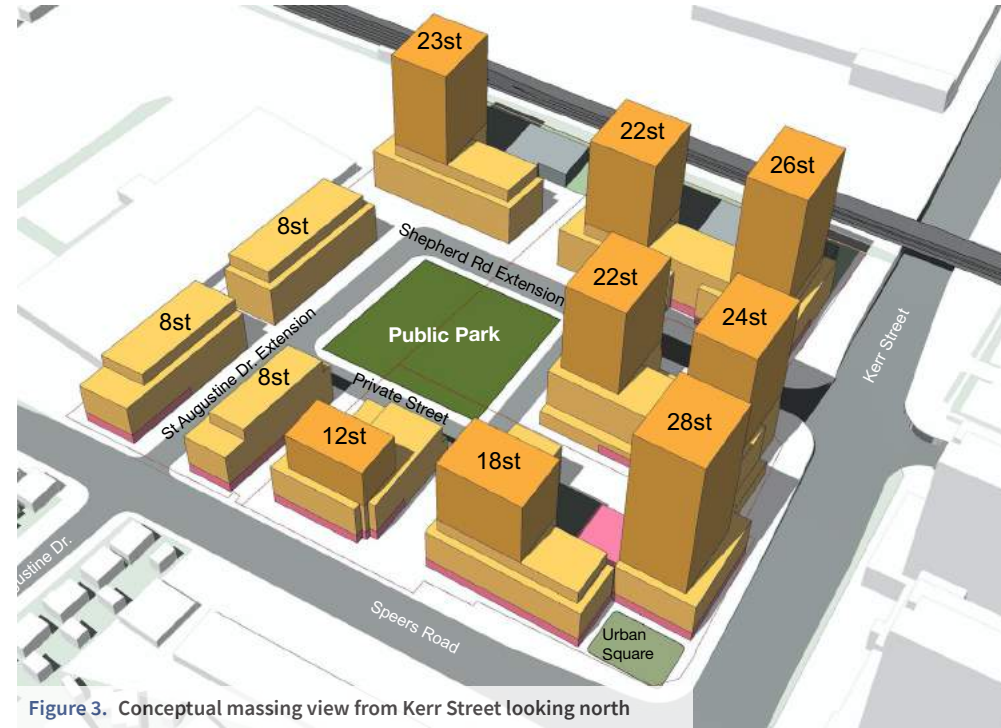


Figure 3. Conceptual massing view from Kerr Street looking north

Table 2. KEY STATISTICS

Site by Property	Post Expropriation Land Area (ha)	Retail GFA (sq m)	Above Grade Parking (sq m)	Residential GFA (sq m)	Total GFA (sq m)	# of Units	Total NFA (sq m)	FSI
588 Kerr (AREA A)	0.9	1,000	6,500	40,000	47,500	430	40,380	4.5
550 Kerr (AREA B)	0.8	1,900	2,800	40,000	44,700	428	34,850	4.4
530 Kerr + 131 Speers (AREA C)	1.2	4,000	0	48,000	52,000	516	44,200	3.6
171 Speers (AREA D)	1.9	1,000	5,000	44,000	50,000	473	42,500	2.3
TOTAL	4.8	7,900	2,800	172,000	194,200	1,847	161,930	3.4

*FSI calculated based on Town of Oakville's definition using net floor area/site area. GFA and NFA for Area A and D includes structure parking within non-residential zone



Figure 4. Demonstration Plan

The Demonstration Plan provides a conceptual illustration of the public realm and built form proposed in the Comprehensive Development Plan.

3.2. Key Moves and Design Principles

A total of six Key Moves are proposed to be achieved by the Proposal. The following Key Moves reflect the principles and objectives outlined in Section 6 of the Livable Oakville Plan, the Livable by Design Manual Part A and, the Design Directions for the Kerr Village Growth Area. The design principles and objectives which are met in these Key Moves include enhancing the public realm, building gateways, delivering parks and open spaces, providing opportunities for connectivity and a comfortable pedestrian environment, and maintaining compatibility with surrounding uses by appropriately locating, massing, and orienting tall buildings.

3.2.1. EXTEND THE VIBRANCY OF KERR STREET

The Proposal will contribute to the vibrancy of Kerr Street and the surrounding area by incorporating animated frontages along Kerr Street and Speers Road to create a pedestrian friendly and vibrant urban neighbourhood. In addition to an enhanced public realm, the Proposal plans for a grocery store and publicly accessible urban square at the intersection of Kerr Street and Speers Road, contributing to the animation of the street and its public realm (see Figure 5).



Retail Plaza at Port Credit, Mississauga

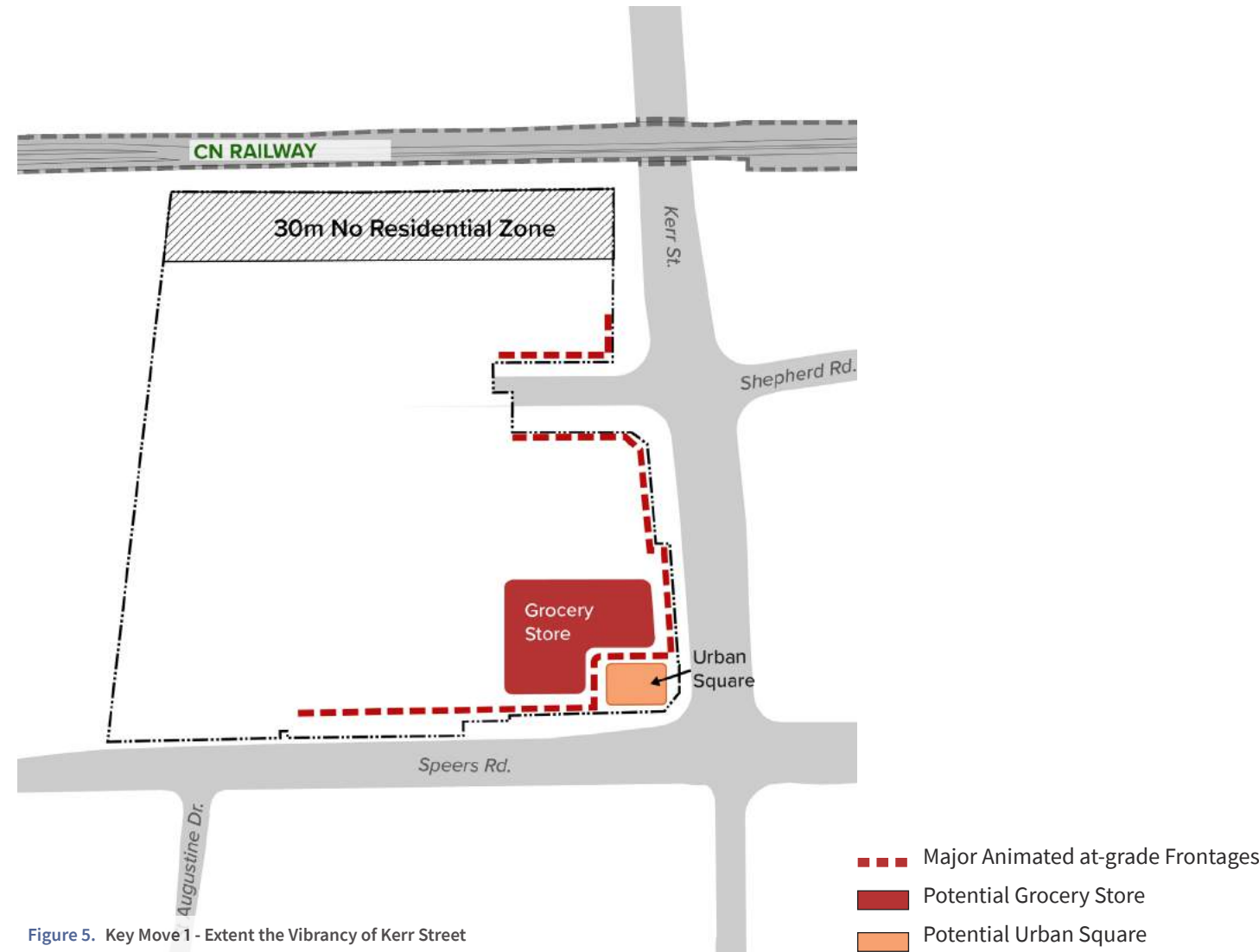


Figure 5. Key Move 1 - Extend the Vibrancy of Kerr Street

3.2.2. BUILD A GATEWAY FOR KERR VILLAGE

In response to the locations identified for gateways on Schedule O2 of the Kerr Village Area Plan, the Proposal delivers two proposed peak height points for the Kerr Village skyline located along Kerr Street (see Figure 6). The first gateway is to be located at the intersection of Speers Road and Kerr Street and the second is to be located near the future Kerr Street underpass and railway crossing. These signature buildings are proposed to be strategically located and oriented on the subject site in a manner that creates a strong gateway image, enhances the public realm immediately surrounding these buildings, and achieves a landmark development within the Upper Kerr District.



UV Loft, Toronto

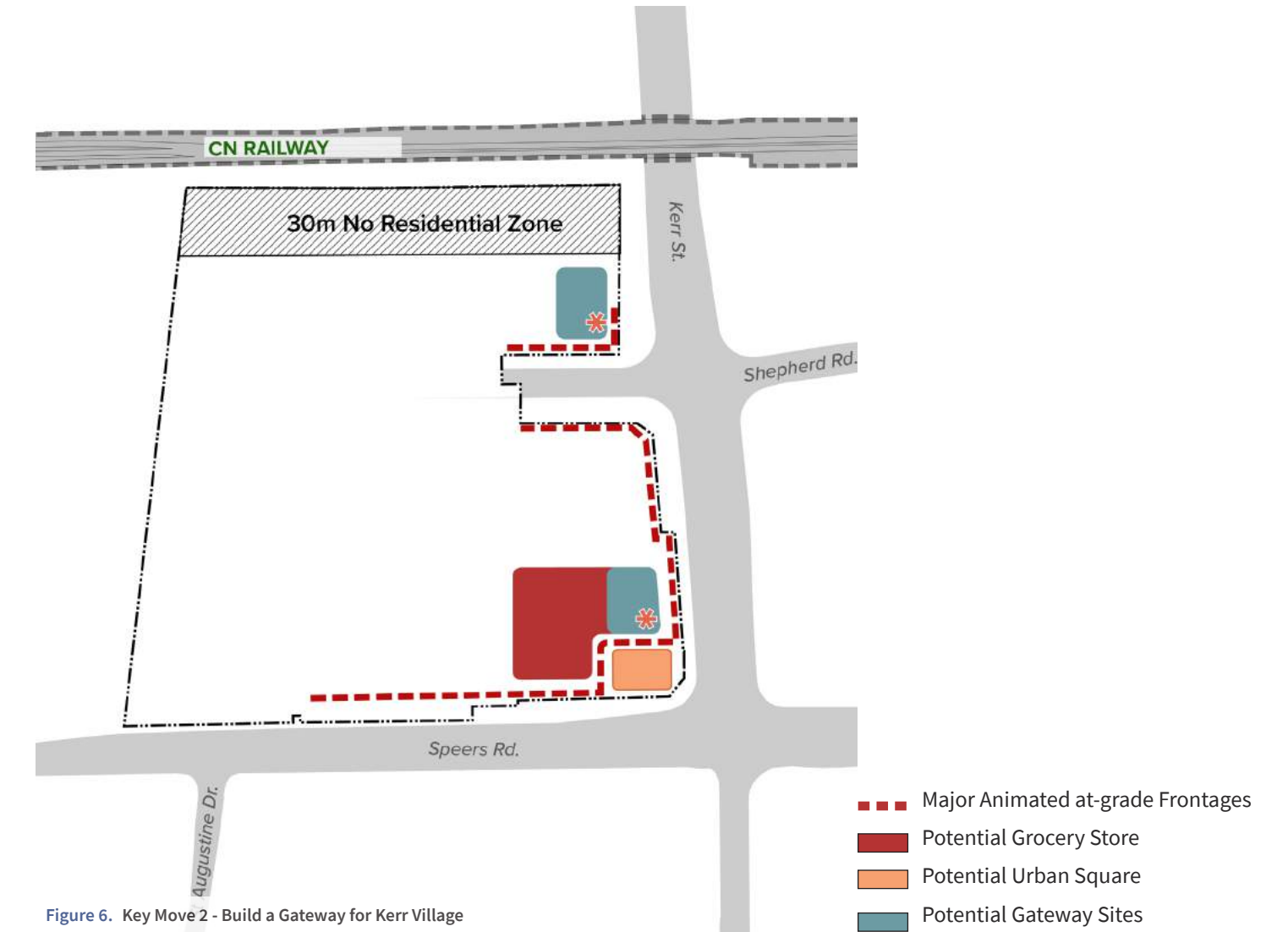


Figure 6. Key Move 2 - Build a Gateway for Kerr Village

3.2.3. CREATE A CENTRAL PARK

The Proposal delivers a one-acre public park located in the middle of the site. The location of the new park has been carefully sited internal to the block to be protected from the surrounding infrastructure's noise impacts, while providing a centrally engaging gathering space for social interaction with maximized views and accessibility to all new developments within the block (see Figure 7).



Greenwich Milleniun Village, London, UK

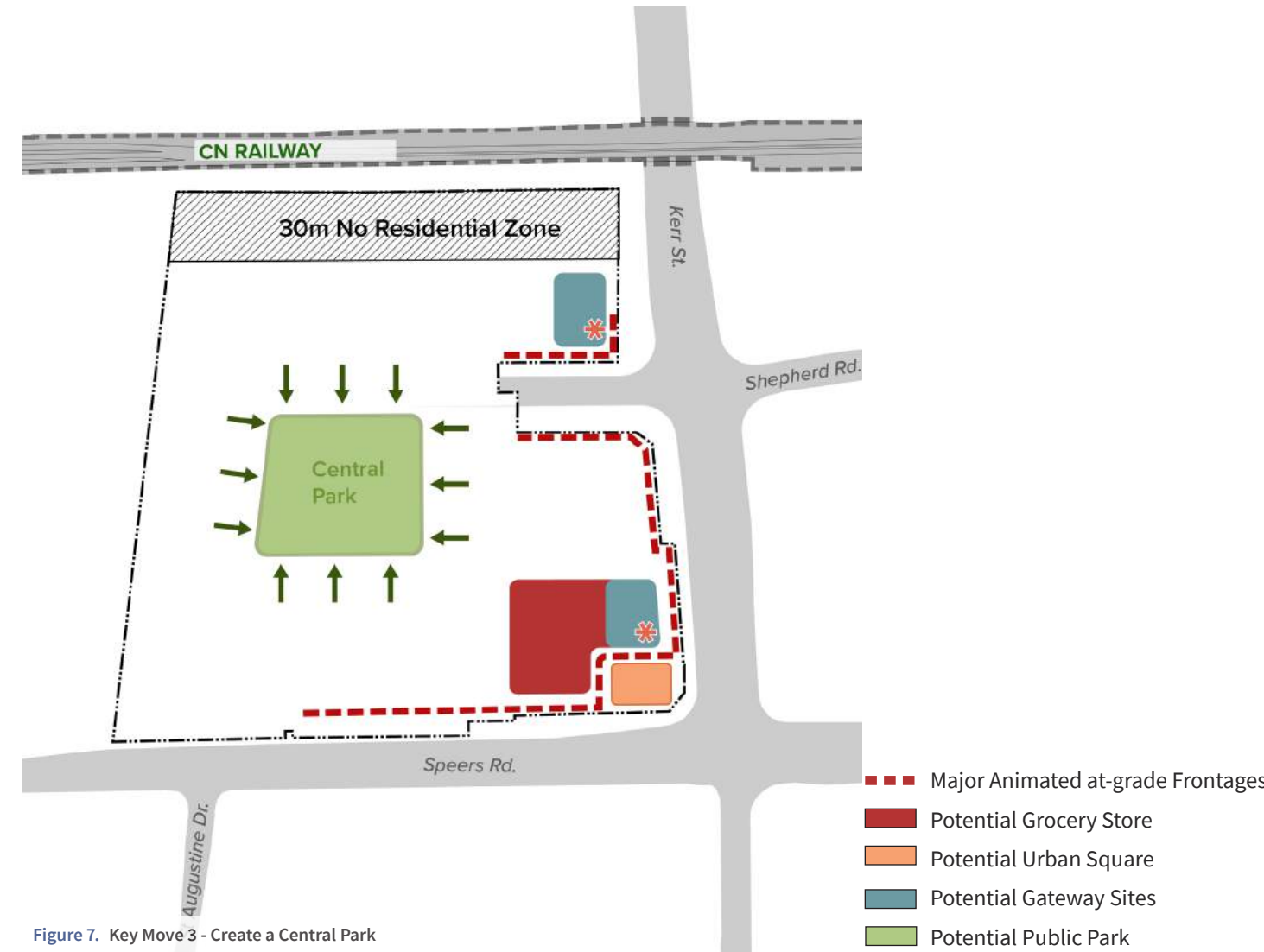


Figure 7. Key Move 3 - Create a Central Park

3.2.4. COMPLETE THE MOVEMENT NETWORK

The Proposal will enhance connectivity and accessibility to and throughout the subject site. The redevelopment will implement the extension of Shepherd Road and the St. Augustine Road as required by the Official Plan (see Figure 8). Two publicly accessible private streets are proposed to deliver a looped road around the central park, providing access to all developments within the block and enhancing access to the park. Two mid-block pedestrian connections are envisioned, which will link Kerr Street, Speers Road, and the central park, improving the site's porosity and pedestrian linkages while providing vehicular access to the blocks.



Kew Gardens, Toronto

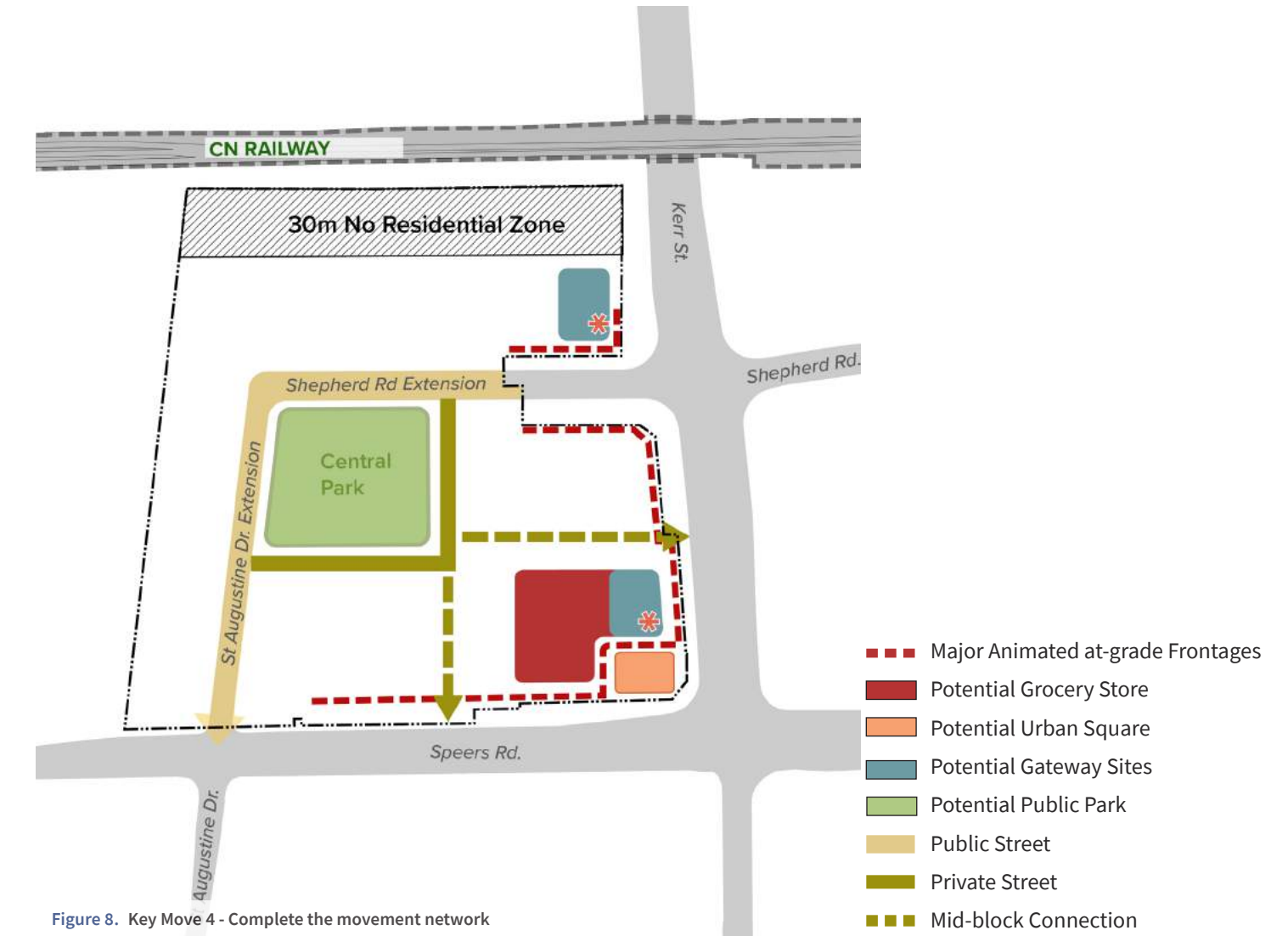


Figure 8. Key Move 4 - Complete the movement network

3.2.5. ESTABLISH URBAN BLOCKS

The Proposal will deliver a set of urban blocks that are coordinated with the existing property boundaries to support phased development. Urban blocks have been organized and massed in a manner which contributes to the framing and animation of streets and the public realm, while framing the proposed public park and transitioning in height to nearby low-rise uses (see Figure 9).



Sackville Street, Toronto



Figure 9. Key Move 5 - Establish Urban Blocks

3.2.6. CREATE A DYNAMIC BUILT FORM

The Proposal will accommodate a mix of mid-rise and tall buildings with various heights (see Figure 10). It will also deliver an interesting and visually engaging urban form in the Upper Kerr Village, which will emphasize gateway moments while contributing to the overall community identity. It will also create appropriate built form relationships surrounding the new park and the low-rise neighbourhood on the southwest.



Watt Avenue, Toronto



Figure 10. Key Move 6 - Create a Dynamic built form

3.3. The Comprehensive Development Plan

Building on the six Key Moves and Design Principles, a Comprehensive Development Plan is established to guide a coordinated development of the site.

Road Network

The proposed road network will realize the extension of Shepherd Road and St. Augustine Drive, which are envisioned to form portions of a looped road around the central public park. A north-south private road is proposed to connect from the extended Shepherd Road and an east-west private road is proposed to connect from the extended St. Augustine Drive, contributing to the looped road network around the park.

Public Realm

The proposed public realm elements on the site include the addition of a central public park, an urban square at the corner of Kerr Street and Speers Road, along with the public and private streets and two mid-block connections. Two multi-functional mid-block connections are proposed to provide pedestrian connections between the central park and the external public street, while accommodating servicing access to individual development parcels.

The development of mixed use buildings with active street frontages will appropriately frame and enhance streetscapes throughout the site. At grade animation, retail and active uses will be encouraged along Kerr Street and Speers Road and at the entrances of the Shepherd Road and St. Augustine Drive extensions. Due to the grade separation project, it will be challenging for the northern portion of the Kerr Street to accommodate retail frontage. Other street animation strategy will be encouraged to ensure the continuity of high quality pedestrian realm along Kerr Street in between Speers and Shepherd Road. Buildings facing the public park will be encouraged to provide at-grade animation including residential lobbies, shared amenities, grade-related residential units, or small scale commercial uses.

Blocks and Building Sites

The Proposal defines seven development blocks within four areas (A-D), which will accommodate approximately 194,200 m2 of mixed use, transit-oriented intensification in a compact, urban built form. Each block will have public street frontage and vehicular access from the internal street network. The blocks and building sites are coordinated with the existing property lines to maximize the flexibility for phased development.

Height Strategy

As a significantly sized site within an identified Growth Area, that is adjacent to major arterials, nearby tower development, and proximate to a Regional Transit Corridor, the subject site is

appropriate for and can accommodate tall buildings. A range of building heights are proposed throughout the site, with the tallest towers at 26 and 28 storeys respectively, located along Kerr Street. These tall buildings are strategically placed at gateway locations and will contribute to a sense of arrival in Kerr Village.

Towers transition to lower building heights (8 storeys) on portions of the site which are adjacent to low-rise uses, ensuring that all future development is compatible with surrounding uses. A mid-rise podium up to 8 storeys will be incorporated within the development throughout the subject site to frame the streets and public realm. The wider range of height variability (8-28 storeys) would better support the Livable Oakville Plan's Urban Design objectives on diversified built form.

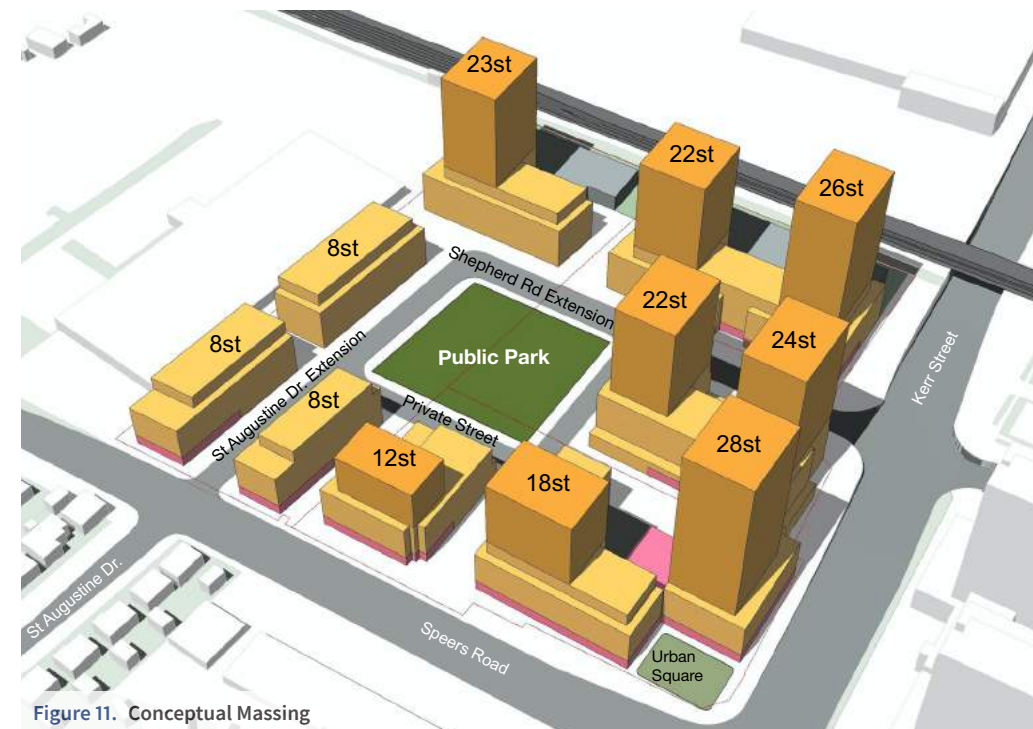


Figure 11. Conceptual Massing

- Residential Towers
- Residential Podium
- Potential Active Frontages
- Potential Grocery Store
- Parking Structure



Figure 12. Comprehensive Development Plan

- A-1** Blocks
- At Grade Retail and Active Frontages
- At Grade Animated Frontages
- Residential Towers
- Residential Podium
- Potential Grocery Store
- Parking Structure
- Existing Property Boundary
- Proposed Public ROW
- Mid-block Connections

3.4. Shadow Impact

A Shadow Impact Analysis is prepared based on the conceptual building massing proposed in the Comprehensive Development Plan. According to the Development Application Guidelines from the Town of Oakville, the analysis is conducted for April 21, June 21, September 21 and December 21 with hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset.

The Livable Oakville Plan allows for building heights in the area to be 8-12 storeys with bonusing heights of up to 16 storeys. In support of the Official Plan Amendment, the analysis also identifies the net new shadow impact from the portion of the buildings beyond 16 storeys.

Overall, the Proposal will result in minor net new shadows being cast on nearby private properties and public streets throughout the season. The proposed building massing is articulated to minimize the impact on most shadow sensitive uses including the proposed public park, urban square, and surrounding neighborhoods. The analysis indicates that the Proposal retains solar access to the proposed public park, public square and majority of the sidewalk space for 5 hours a day on April 21, June 21 and September 21. There is no net new shadow impact on the Oakwood Public School or Hogs Back Park. There is no net new shadow impact on the existing neighborhood until late in the afternoon around 6pm.

A full shadow analysis can be found in the Appendix section of this document.

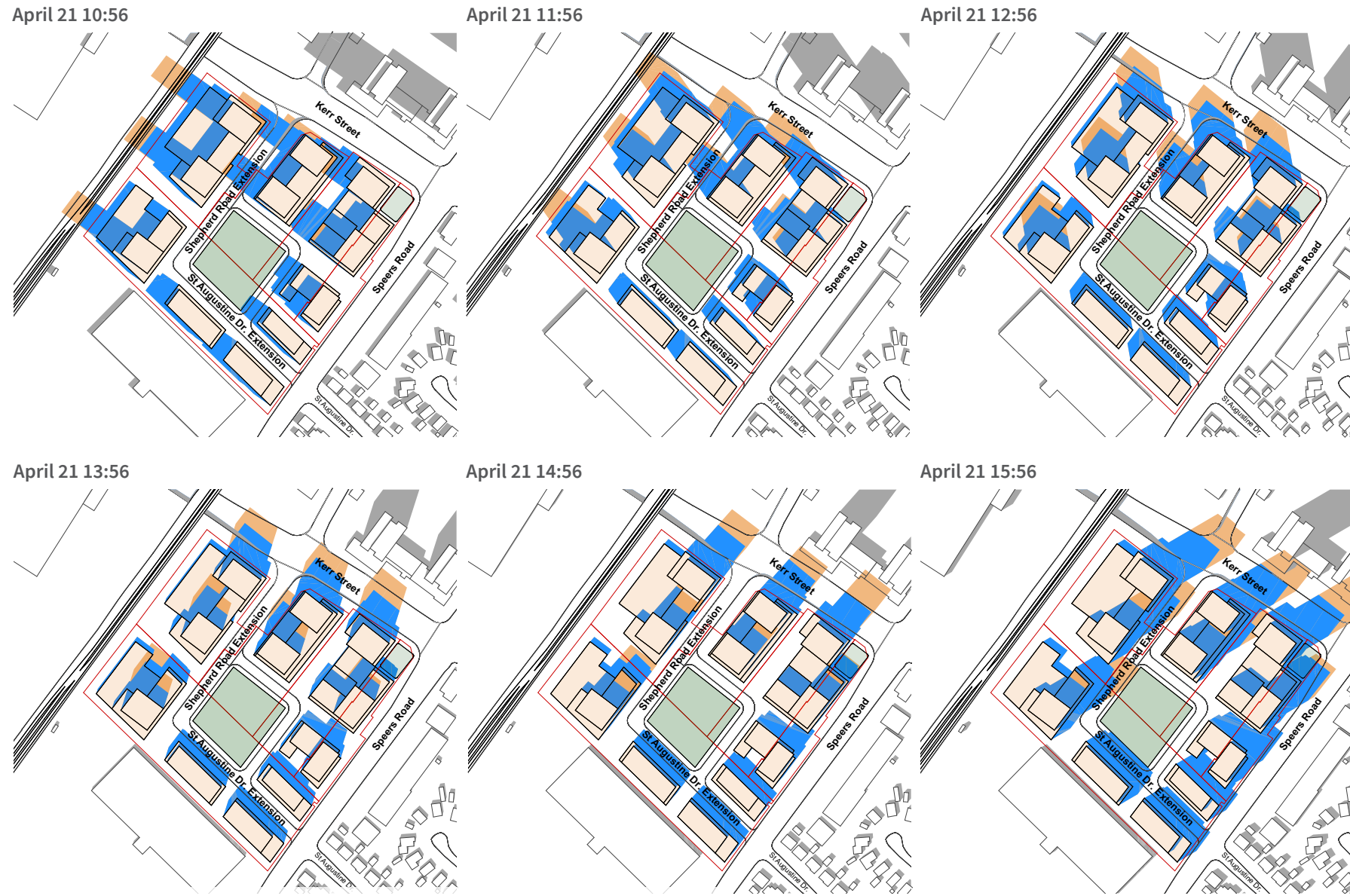


Figure 13. Demonstration of 5 hours of solar access for the Public Park in April 21

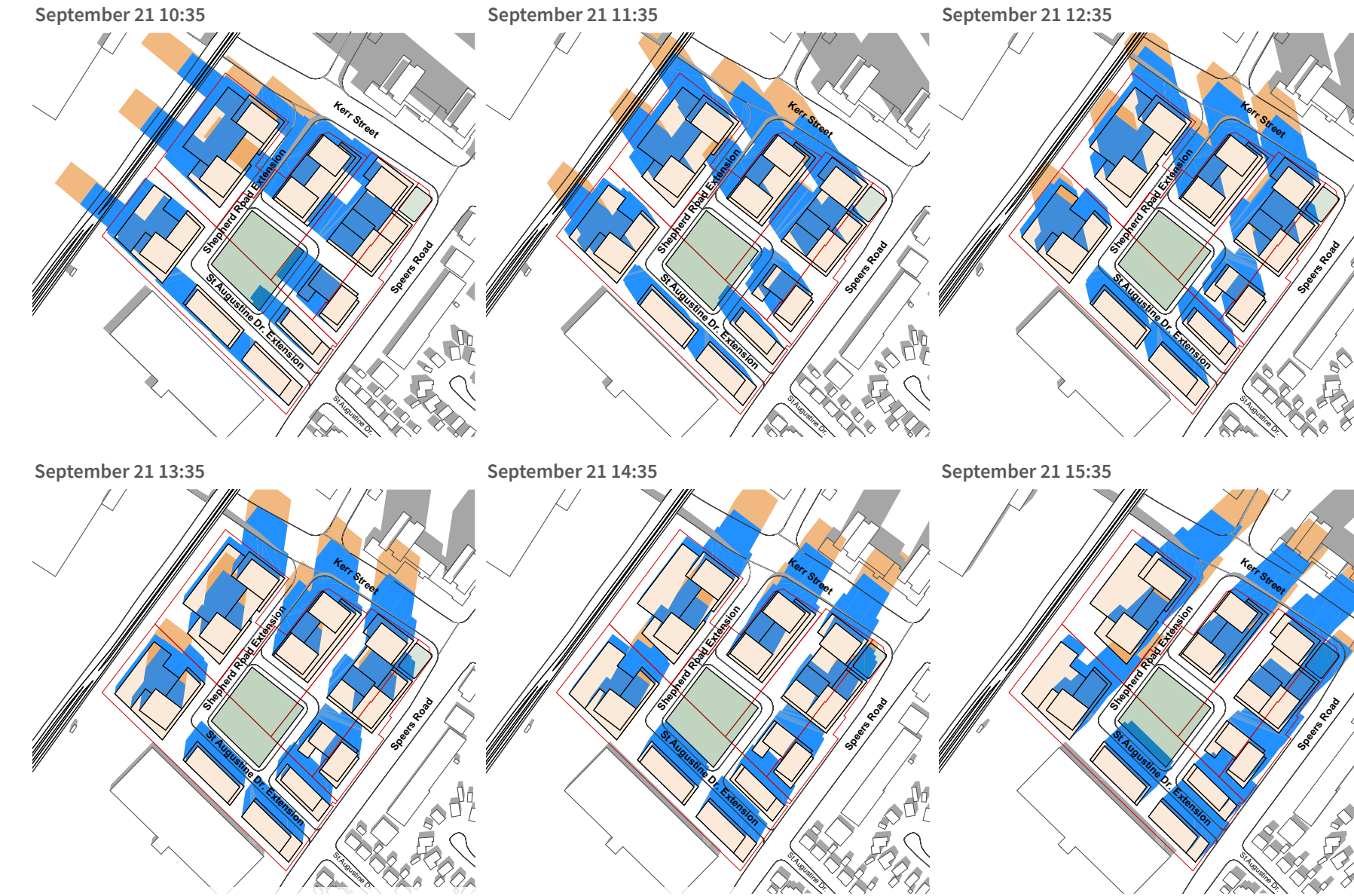


Figure 14. Demonstration of 5 hours of solar access for the Public Park in September 21

- Site Property Lines
- Parks and Open Space
- As-of-Right Shadows
- Existing + Approved Shadows
- Proposed Massing
- Net New Shadows

3.5. Phasing Strategy

The comprehensive redevelopment of the subject site will require substantial coordination among different property owners, the City and the Region. Approaches to phasing may vary, and will be contemplated upon submission of future site-specific development applications.

The realignment of Kerr Street and the grade separation project is anticipated to occur in the early stages of the project.

The Block Plan is structured to accommodate the land expropriation while maximizing the flexibility for a phased redevelopment of the remaining lands. All the building sites are located separately within each of the existing property boundaries. The shared infrastructure including roads and the public park are located across different properties. This infrastructure can also be delivered in phases through collaboration between property owners and flexible interim solutions including the creation of temporary road access and privately-owned publicly accessible spaces (POPS).

Figure 15 demonstrates the potential to develop the eastern portion of the site while keeping the existing use of 171 Speers Road in operation. The north-south private road will be connected with Speers Road temporarily to provide access to the development along Speers Road and Kerr Street. A portion of the east-west private street right of way will be reserved as a temporary POPS, serving as an extension of the central park and providing an enlarged open space before the complete delivery of the central park.



Figure 15. Demonstration of interim condition



Figure 16. Demonstration of interim condition in 3D

- Residential Towers
- Residential Podium
- Potential Active Frontages
- Potential Grocery Store
- Parking Structure

4.0 URBAN DESIGN ANALYSIS

The following section provides an urban design analysis of the Proposal in the context of the Livable Oakville Plan, the Town of Oakville's Livable by Design document, and the Urban Design Direction for the Kerr Village Growth Area found in the Livable by Design Manual (Part B).

4.1. Policy Context

4.1.1. LIVABLE OAKVILLE PLAN

Overall, the Livable Oakville Plan envisions the Upper Kerr Village District to transform into a transit-supportive and mixed-use area with higher density forms of development. The subject site is identified within the Town OP as being within a "Growth Area", and designated as Urban Core (see Figure 17).

Section 6 of the Livable Oakville Plan provides general urban design objectives for supporting the creation of livable communities in the Town, which include encouraging the design of an attractive and safe public realm, a diverse urban form, place-making, and ensuring new development is compatible with surrounding land uses.

In addition to the Urban Design policies provided in section 6 of the Plan, policies outlined in Section 23.5 provide urban design policies specific to the Kerr Village area. The District will include appropriate gateway features, an extension of secondary road network, an urban park with pedestrian mid-block connections, and opportunities for affordable housing.

According to the Livable Oakville Plan, the permitted building heights within the subject site are a minimum of eight storeys and a maximum of 12-storeys, with up to 4 storeys increase in exchange for the provision of public benefits.

Below is a summary of the key urban design related policies in Livable Oakville Plan.

SECTION 6.2 PUBLIC REALM

New developments should ensure the public realm provides for a walkable street network which promotes active transportation, a network of comfortable and highly accessible pedestrian-oriented public spaces, and the enhancement of streetscapes through the provision of street furniture, trees, softscapes, wayfinding, and public art (6.2.1.a, b, c, d, e).

SECTION 6.3 – COMPLETE STREETS

Planning and designing for complete streets should also be achieved in new communities by including features such as adequate circulation for multi-modal transportation, convenient connections which prioritize pedestrian, cyclist, and transit usage, and high-quality public spaces (6.3.1.a, b, d).

SECTION 6.4 – STREETSCAPES

Design objectives for streetscapes focus on enhancing the local context and creating a sense of identity, while promoting a pedestrian-oriented environment, and seamless transitions between the public and private realms (6.4.1.a, b, e). Streetscape enhancement and design criteria applicable to new development include strategically placing principal building entrances towards the street and towards corner intersections (6.4.2.a); framing the street (6.4.2.b); and, connecting active uses to the public realm (6.4.3.c).

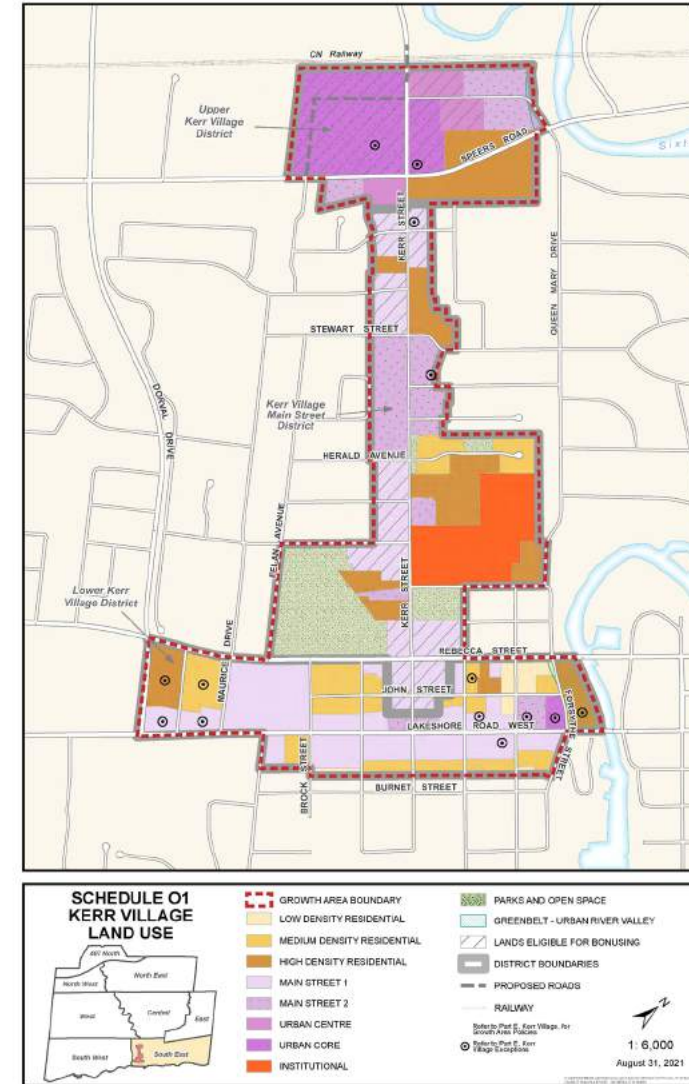


Figure 17. Official Plan Schedule 01 Kerr Village Land Use

SECTION 6.6 – GATEWAYS

Section 6.6 directs that gateways should be planned and designed so that they create a sense of entrance and arrival to communities through well-designed built form, landscaping and enhanced streetscape elements (6.6.1). Section 6.6.2 states that major gateways are to be located at major entry points into the Town and Growth Areas while minor gateways are to be located at secondary entry points to the Town and at prominent intersections. Section 6.6.3 directs development at gateways to be designed with a pedestrian-scaled built form, oriented towards the public realm, and serve to complement the character of the area (6.6.3).

SECTION 6.7 – URBAN SQUARES

Section 6.7 recognizes urban squares as extensions of the public realm, and states that they should be publicly accessible, safe, and barrier-free places which integrate local history and culture, maximize user comfort, adapt to changing needs of users, and, promote formal and informal social interactions (6.7.1 a, b, c, d). Policies 6.7.2 and 6.7.3 direct that urban squares should be included in development proposals, with particular emphasis on encouraging the provision of a single, large urban square or series of smaller urban squares in large development projects.

SECTION 6.9 BUILT FORM

Directions for appropriate built form are outlined in policies 6.9.1 through 6.9.15, which promote the development of compact, urban built form and focus on criteria such as high-quality architectural design, compatibility, accessibility to pedestrians, and promoting an animated public realm with active uses at grade.

SECTION 6.11 – PEDESTRIAN ACCESS AND CIRCULATION

Policy directions for how developments should incorporate pedestrian access by providing safe and direct access and circulation routes to and through the site for the purpose of connecting pedestrians to principal entrances of buildings, amenity areas, and parking areas (6.11.2.a).

12.5 - URBAN CORE

Lands designated Urban Core are envisioned to include a strong urban focus, a mix of uses, and transit-supportive development. Uses permitted within the Urban Core include a wide range of retail and service commercial uses, offices, and residential uses. Retail and service commercial uses shall be provided on the ground floor of mixed-use buildings directly fronting public streets (12.5.1.a). Permitted building heights within the Urban Core are a minimum of eight storeys and a maximum of 12-storeys (12.5.2.a), and underground and/or structured parking is encouraged in order to limit surface parking and promote transit-supportive intensification (12.5.3.a).

SECTION 23.5 – URBAN DESIGN (SPECIFIC TO KERR VILLAGE)

Section 23.5 identifies the approximate locations for a required secondary street, urban square, and key gateway locations within the subject site as per Schedule O2 (see Figure 18) being at: 1) the future Kerr Street underpass and railway crossing; and, 2) Speers Road and Kerr Street, which are relevant to this Proposal. Section 23.5.1 directs that public realm and streetscape improvements should be integrated through new development, especially for Kerr Street. The public realm and streetscapes are to be enhanced and animated by pedestrian-oriented design elements, large building setbacks, and open space areas (23.5.2). Buildings are to be designed with transparent glazing and active uses at-grade principal entrances facing the street (23.5.3).

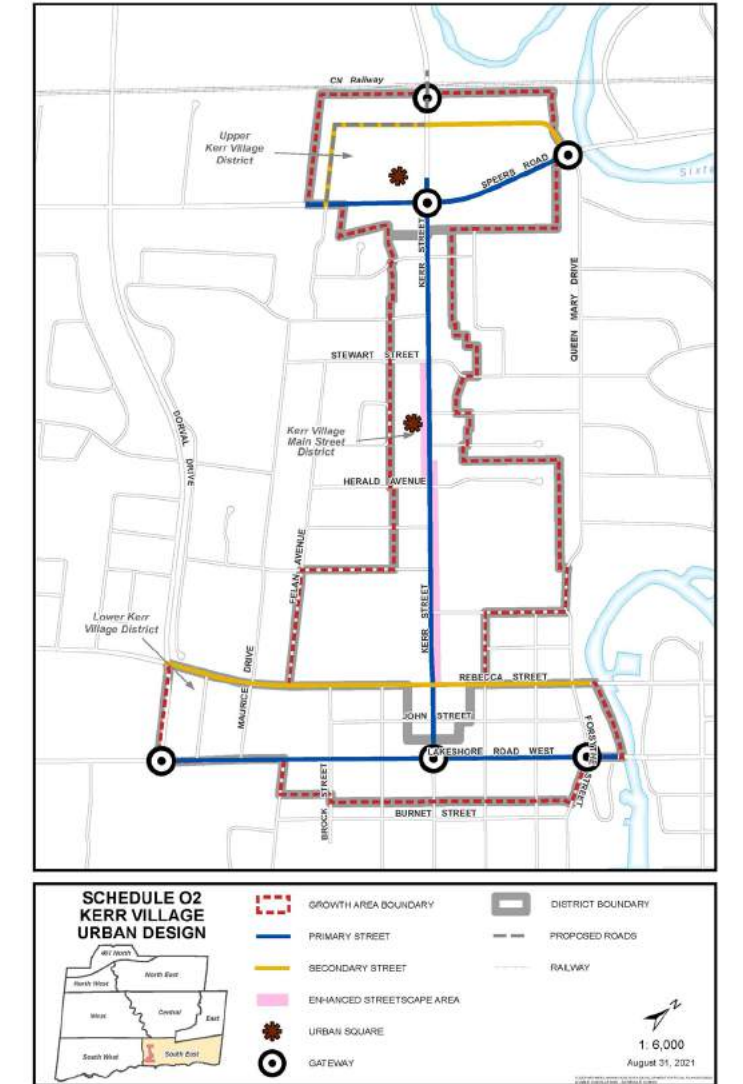


Figure 18. Official Plan Schedule 02 - Kerr Village Urban Design

4.2. Urban Design Directions

4.2.1. THE LIVABLE BY DESIGN MANUAL

The Livable by Design Manual (LBDM) is a tool meant for enabling vibrant place-making opportunities and reinforcing the policy directions and design-based approach to community development outlined in the Town's Official Plan. New and infill development is expected to be designed and executed in accordance with six guiding design principles, summarized below:

SENSE OF IDENTITY: CREATING DISTINCT AND VIBRANT COMMUNITIES

The sense of identity, also recognized as 'placemaking', is an urban design principle focused on developing buildings, streetscapes, infrastructure and spaces which collectively contribute to the creation of unique and vibrant communities.

COMPATIBILITY: FOSTERING COMPATIBILITY AND CONTEXT-SPECIFIC DESIGN

The urban design principle of compatibility focuses on designing new development to be harmoniously integrated into its existing context by utilizing appropriate massing, heights, and built form, resulting in development that does not impose on the character of surrounding uses.

CONNECTIVITY: ENHANCING CONNECTIVITY AND ACCESSIBILITY

The creation of 'complete streets' fosters opportunities for enhancing options in mobility and improved accessibility for all road users, including pedestrians and cyclists, and facilitating networks of public open spaces. Connectivity also considers how linkages are made to and through individual sites and public spaces.

SUSTAINABILITY: INTEGRATING SUSTAINABILITY AND RESILIENCY

The objective of sustainability in urban design is to create sustainable urban form that supports compact development, improved walkability and transit use, site and building adaptability, and intensification versus sprawl.

LEGACY: PRESERVING BUILT HERITAGE, CULTURAL AND NATURAL RESOURCES

A focus on preserving and enhancing heritage buildings, while also ensuring existing neighbourhood character is maintained, and compatibility is maintained between new and old building elements.

CREATIVITY: INSPIRING CREATIVITY AND INNOVATION

Creativity encourages development that incorporates a range of inspired and innovative design solutions that positively respond to the scale and materiality of the local context. Key urban design elements promoted through this principle include a high-quality built environment, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places.

4.2.2. THE LIVABLE BY DESIGN – URBAN DESIGN DIRECTION FOR KERR VILLAGE GROWTH AREA

The Livable by Design – Urban Design Direction for Kerr Village Growth Area is an urban design guiding document tailored specifically for the Kerr Village Area that builds upon the broader town-wide design direction and implements the Livable Oakville Plan policies. The key urban design principles and directions for Kerr Village include the following:

1. **Distinguish the district**
2. **Foster activity at street level**
3. **Frame the street**
4. **Be compatible with surroundings**
5. **Create links to and throughout the district**

Through the design guidelines, the Upper Kerr Village District is envisioned as a higher density, transit-supportive mixed use area. This District is anticipated to include gateway features, an urban park with pedestrian mid-block connections, and will establish a mix of commercial and residential uses. The adjacent employment uses that remain should be buffered to foster co-existence.

The following sections of this urban design analysis will focus on analyzing the Comprehensive Development Plan of the Proposal, including its proposed street and block structure, location and potential character of public realm elements and high-level built form strategy, to address the intention of the various policies and directions. The precise nature and design of the new buildings and landscape will be established through a future zoning by-law amendment or site plan approval process.

For ease of reference, the topics in the analysis have been organized and titled by the five key urban design directions within the Livable by Design Manual Part B the Urban Design Directions for Kerr Village Growth Area.

Relevant Policies and Guidelines:

Livable Oakville Plan

- Section 6.2 – Public Realm
- Section 6.6 – Gateways
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)
- Policy 23.5.4.b.ii identifies the intersection of Speers Road and Kerr Street as a location for a gateway.

Livable by Design

- Principle #1 – Sense of Identity
- Principle #6 – Creativity

4.3. Distinguishing the District

4.3.1. THE POLICIES AND DESIGN DIRECTIONS

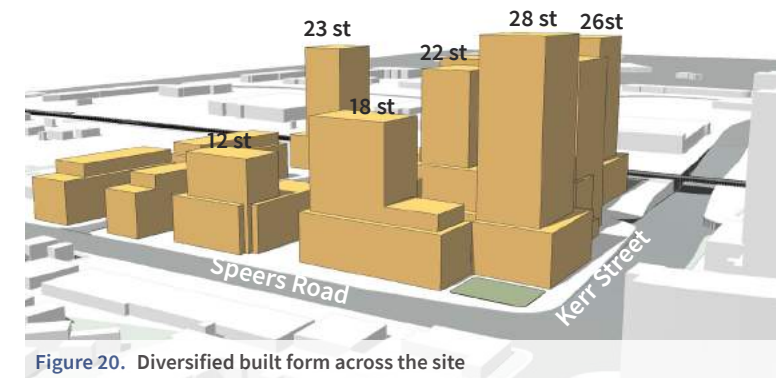
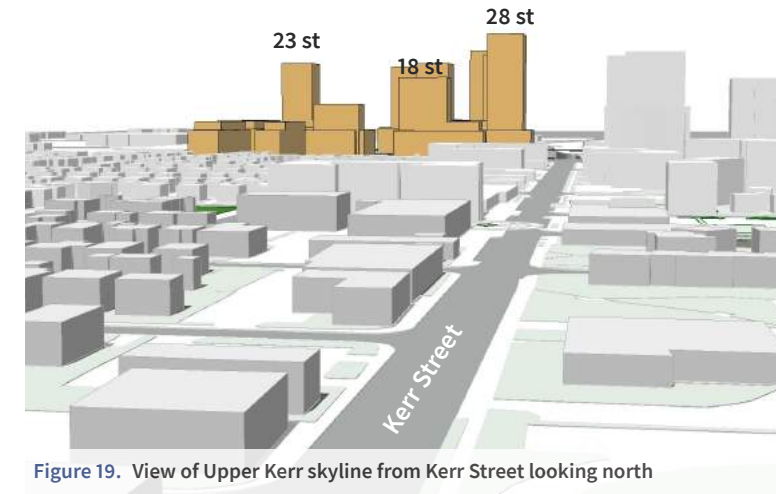
As a guiding principle, the Livable Design Manual expects new and infill development to create a distinct and vibrant community with a strong sense of identity. The design directions for the Kerr Village Growth Area specifically focus on the creation and improvements of the public realm including the urban square, gateways, streetscape, and also highlight the importance of including public art.

4.3.2. THE PROPOSAL

The Proposal intends to help establish a new identity for Upper Kerr Village District as a pedestrian-oriented mixed use urban community, that provides an iconic entry way and anchor to Kerr Village at its northern end.

In accordance with the urban design policies in the Livable Oakville Plan, the Proposal identifies two gateway sites, with one located at the intersection of Speers Road and Kerr Street and the second located near the future Kerr Street underpass and railway crossing.

The building heights at the gateway sites are proposed at 26 and 28-stories respectively, which requires an amendment of the current Official Plan. The increase in building heights along Kerr Street will provide an opportunity for variation in the skyline with distinct peak points and a much more diversified built form across the site.



The proposed heights are also compatible with the tall building development located at 66 Speers Road, together forming a gateway moment for Upper Kerr Village (see Figure 19).

As required by the Livable Oakville Plan, the Proposal also provides an urban square at the intersection of Speers Road and Kerr Street. The square will be framed by mid-rise built form, retail frontages at grade, and will provide a vibrant focal point to the northern portion of the Kerr Village main street. Opportunity for public art will be considered as part of the landscape design for the urban square.

A one-acre public park is proposed to be centrally located on the site, fronting onto the newly proposed private street, Shepherd Road, and St Augustine Drive extensions. The park will become a central amenity and gathering space for the local residents, and will also contribute a strong landscape character to the Shepherd Road and St Augustine Drive extensions, while providing opportunities for residential uses fronting onto the park to have immediate access to a key community amenity and to the residential developments that are not located immediately along Kerr Street.



Figure 21. Key public realm elements that contribute to the sense of identity of Upper Kerr District

Relevant Policies and Guidelines:

Livable Oakville Plan

- Section 6.2 – Public Realm
- Section 6.3 – Complete Streets
- Section 6.4 – Streetscapes
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 6.11 – Pedestrian Access and Circulation
- Section 23.5 – Urban Design (specific to Kerr Village)

Livable by Design

- Principle #1 – Sense of Identity
- Principle #3 – Connectivity
- Principle #4 – Sustainability
- Principle #6 – Creativity

4.4. Fostering Activity at the Street Level

4.4.1. THE POLICIES AND DESIGN DIRECTIONS

As one of the guiding principles, the Livable Design Manual expects new and infill development to contribute to the creation of active, pedestrian-oriented streetscapes, which are enhanced by parks, public spaces, and at-grade retail within building frontages onto streets. These design elements promote a positive pedestrian experience with active uses which encourage walkability and promote safety. Design directions for the Kerr Village Growth Area focus on the creation of a pedestrian-oriented public realm which is well-connected by a network of pedestrian-friendly streets, mid-block connections, and open spaces.

4.4.2. THE PROPOSAL

The Proposal will facilitate the transformation of the subject site from a suburban commercial plaza with massive surface parking to a vibrant mixed-use urban community with a fine grain network of streets and pedestrian realm (see Figure 22).

The redevelopment will redefine the streetscape of Kerr Street and Speers Road by creating a continuous street frontage with retail and other active uses. The proposed public plaza in front of a grocery store at the corner of Kerr and Speers will provide a focal point for pedestrian activity.

The proposed one acre public park will be able to accommodate a variety of community amenities and program, including community events, children's playgrounds, and farmers markets. The Proposal generally allocates tall buildings to the north of the park to minimize shadow impacts. The Shadow Study demonstrates that the park will receive at least 5 hours of daily sunlight throughout the months of April to September.

The extension of Shepherd Road and St. Augustine Drive will not only function as a key pedestrian route through the site, but will also provide a linkage to the surrounding communities. The proposed private streets will be built to public street standards with adequate space for sidewalks and streetscapes. All of these streets will be framed by building frontages with potential for animated ground level uses including small scale retail, residential lobbies and grade related residential units.

Two mid-block connections are identified to connect Kerr Street and Speers Road with the public park. These mid-block connections will be built with a strong pedestrian street character.

The proposed block structure will encourage shared driveway access to servicing and loading areas, reducing curb cuts and interruption of the pedestrian realm.

Figure 22 demonstrates the potential articulation of built form and public realm that addresses the principle above. As the Proposal evolves, the future detailed building and landscape design will include elements which are supportive of a pedestrian-friendly streetscape.

- Potential Primary Active Frontages
- - - Potential Secondary Active Frontages



Figure 22. Pedestrian Realm and Active frontages

Relevant Policies and Guidelines:

Livable Oakville Plan

- Section 6.6 – Gateways
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)

Livable by Design

- Principle #1 – Sense of Identity
- Principle #3 - Connectivity
- Principle #6 – Creativity

4.5. Framing the Street

4.5.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to maintain compatibility with surrounding street network, open spaces, and mid-block connections, by ensuring that buildings are appropriately massed and sited in a manner which frames streets and public spaces. This objective may be achieved through a compact, urban built form which includes appropriate setbacks and stepbacks that limit shadowing impacts on parks, open spaces, and streets. Design directions for the Kerr Village Growth Area focus on the creation of a comfortable public realm and street network that is framed by a compact built-form which does not impose on the public realm and street network.

4.5.2. THE PROPOSAL

The Proposal establishes a framework with a series of development blocks along Kerr Street, Speers Road and around the public park. Each development block is sized to accommodate typical mid-rise and high-rise built form.

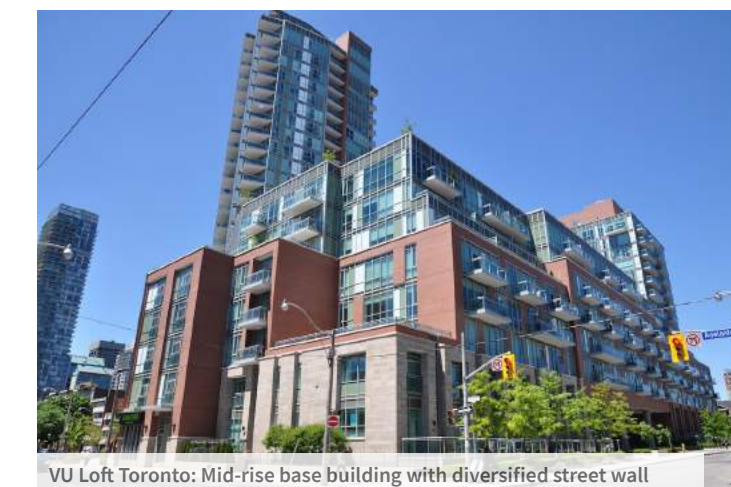
The concentration of tall buildings along Kerr Street including the gateway towers will reinforce the iconic character of the northern portion of Kerr Street.

A mid-rise base building up to 8 storeys in height with articulation for pedestrian-scale frontages, will be incorporated in all development blocks to provide a defined street wall along major public and private streets and open spaces. Considering the significant right of way of Kerr Street and Shepherd Road, the mid-rise base building will better frame the public street and strengthen the image of a compact urban community in the Upper Kerr Village District. With the ability to accommodate more density within the base building, the development will also have more capacity to create height variations and a diversified built-form (see Figure 23).

As the Proposal evolves, detailed building design will ensure appropriate setbacks and stepbacks are incorporated along key streets and public realm frontages to maintain access to sunlight and sky views.



Figure 23. Proposed buildings will frame the public street and park through mid-rise podium and allocation of towers



VU Loft Toronto: Mid-rise base building with diversified street wall

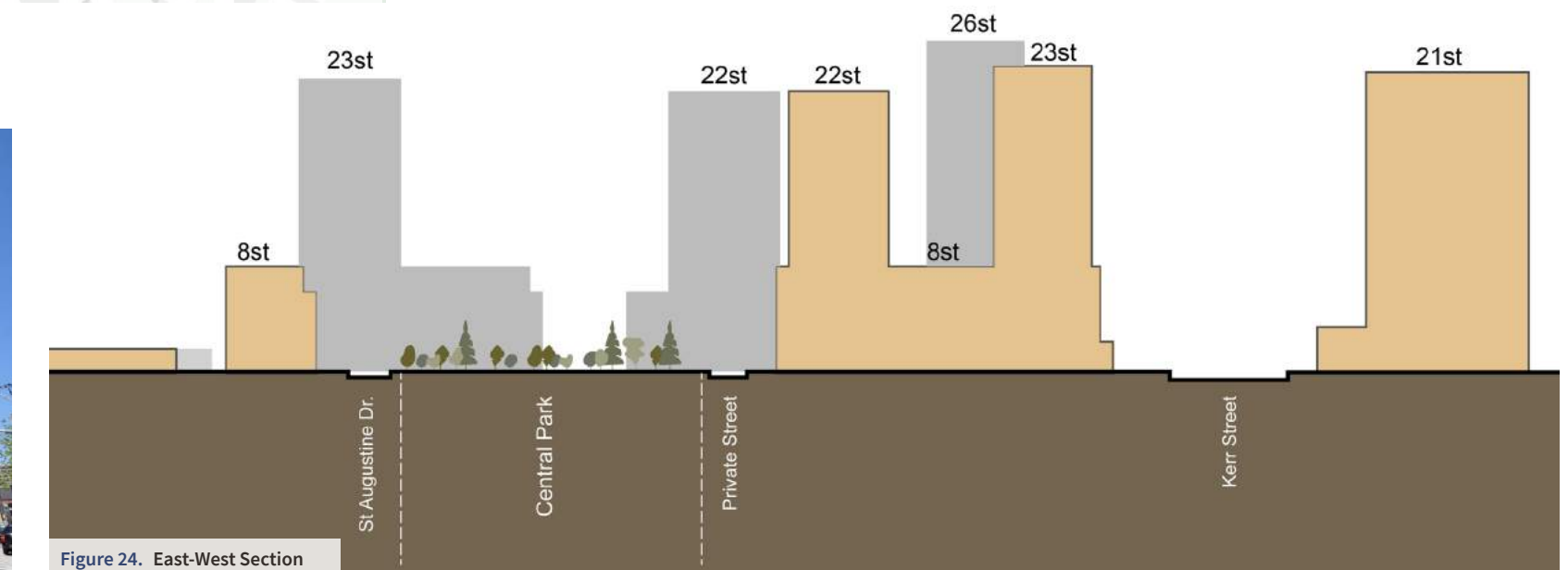


Figure 24. East-West Section

Relevant Policies and Guidelines:

Livable Oakville Plan

- Section 6.2 – Public Realm
- Section 6.7 – Urban Squares
- Section 6.9 – Built Form
- Section 23.5 – Urban Design (specific to Kerr Village)

Livable by Design

- Principle #2 – Compatibility
- Principle #5 – Legacy

4.6. Be Compatible with Surroundings

4.6.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to maintain compatibility with surrounding uses, with a particular focus on ensuring new buildings are appropriately massed and setback in a manner which does not impose on existing low-rise residential neighbourhoods, employment areas, and heritage buildings. Design directions for the Kerr Village Growth Area focus on the careful integration of new buildings with contemporary design elements in a manner that complements surrounding uses and nearby heritage buildings.

4.6.2. THE PROPOSAL

The Proposal establishes a Comprehensive Development Plan that is compatible with its surrounding uses and will employ design elements in proposed tall buildings which do not have adverse impacts on the nearby low-rise residential neighbourhood to the south, the employment area to the west, or the existing heritage building located at 201 Speers Road, a Listed property in the Town's heritage register. The Proposal will achieve this objective by supporting the development of a compact built form which frames the streets and appropriately steps down towards nearby low-rise uses in the Upper Kerr Village District (see Figure 25).

The Proposal allocates tall building heights ranging from 24 to 28-storeys along Kerr Street to create a gateway image while keeping consistent with the proposed tall building context.

The Proposal also concentrates tall building heights ranging from 22 to 26-storeys along the north-western edge of the site, serving to provide a buffer from potential rail corridor noise impacts for the wider Upper Kerr Village community.

The building heights transition downwards towards the southern edge of the site, which is adjacent to an existing low-rise neighborhood. In consistency with Official Plan policy, the lowest building within the site will be 8 storeys (see Figure 26).

All residential uses are kept 30 metres away from the railway corridor. Non-residential uses, such as structured parking, are contemplated within this area.

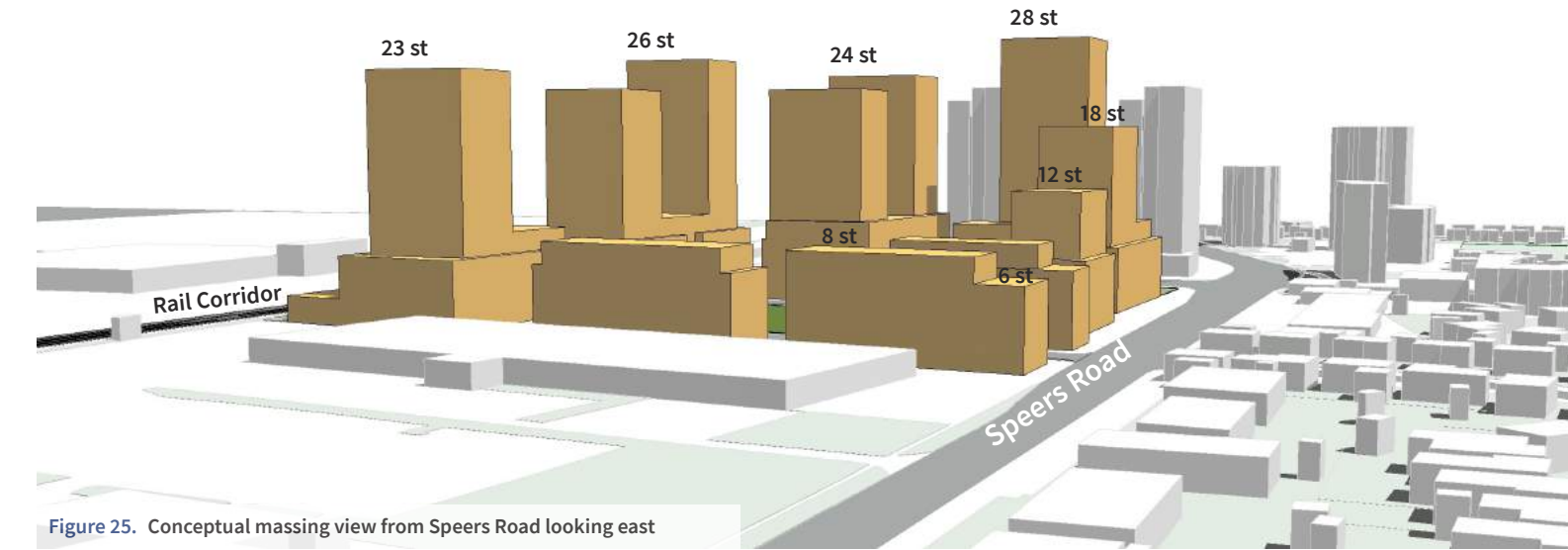


Figure 25. Conceptual massing view from Speers Road looking east

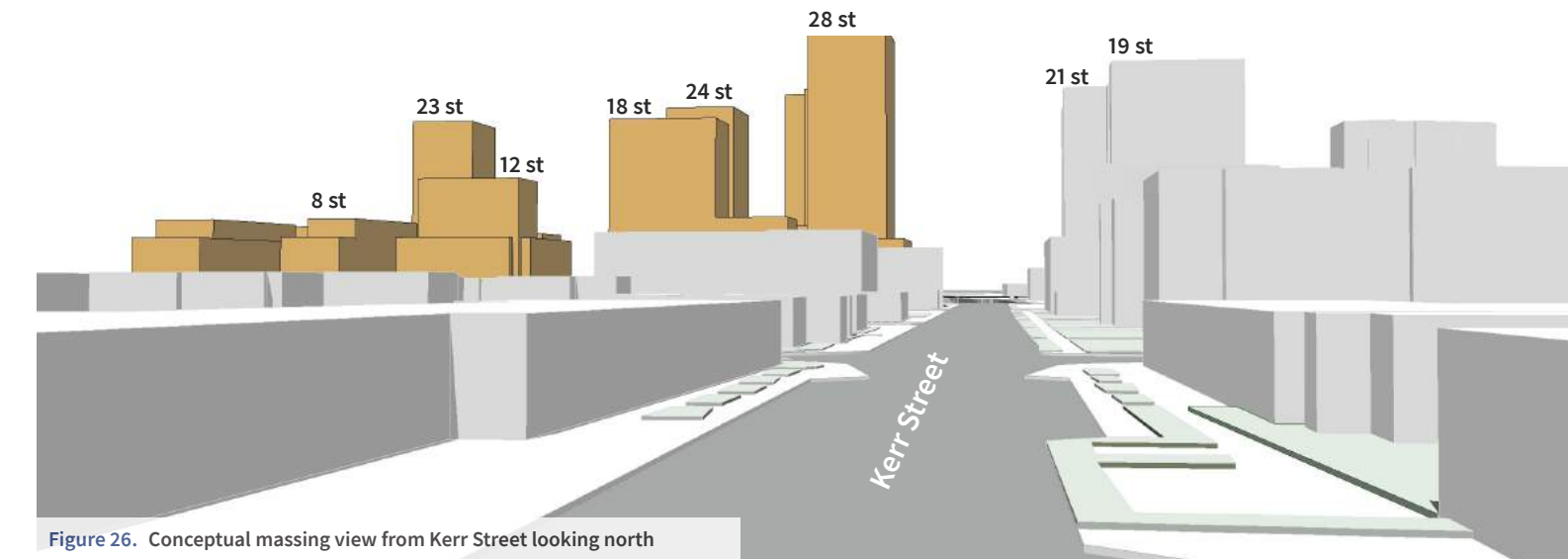


Figure 26. Conceptual massing view from Kerr Street looking north

Relevant Policies and Guidelines:

Livable Oakville Plan

- Section 6.3 – Complete Streets
- Section 6.5 – Street Design/Layout
- Section 6.7 – Urban Squares
- Section 6.11 – Pedestrian Circulation
- Section 23.5 – Urban Design (specific to Kerr Village)

Livable by Design

- Principle #3 – Compatibility

4.7. Creating links to and throughout the District

4.7.1. THE POLICIES AND DESIGN DIRECTIONS

The Livable Design Manual expects new and infill development to foster opportunities for multi-modal connectivity and promote a walkable and pedestrian-oriented public realm through the creation of linkages into and throughout the site. Design directions for the Kerr Village Growth Area focus on enhancing connectivity for pedestrians, cyclists, transit users, and vehicles by promoting the establishment of a comprehensive and well-connected network of streets, pedestrian walkways, mid-block connections, parks, and open spaces.

4.7.2. THE PROPOSAL

The Proposal will deliver a network of streets and pedestrian connections including a high quality of connectivity and walkability (see Figure 27).

The extension of Shepherd Road and St Augustine Drive will not only provide public street access deep into the site, but will also serve as an opportunity for better connections to the neighbourhoods located to the northeast and southeast.

Two future publicly accessible private streets will work together with the Shepherd Road and St Augustine Drive extensions to complete a looped road around the public park. Two mid-block connections are identified to provide pedestrian linkages and encourage active transportation between Kerr Street, Speers Road and the public park. As confirmed in the Transportation Impact Analysis provided under separate cover, cycling facilities will occur within shared on-street lanes on the site. The proximity of the development parcels will require only short distances be travelled before reaching dedicated cycling facilities on the busier arterial streets that frame the Upper Kerr Village District. The fine grained street and block network also provides easy pedestrian access to Oakville Transit bus stops that are located on Speers Road and Kerr Street.

As the project evolves, the more detailed site plan strategies will reinforce the pedestrian-oriented character for all internal streets and connections through streetscape design and careful articulation of servicing and loading access.



Figure 27. Street and pedestrian Network

5.0 CONCLUSIONS

The Proposal will convert the existing auto-oriented commercial plaza into a compact, urban mixed-use neighborhood through a Comprehensive Development Plan that supports key urban design elements. A series of six Key Moves delivered through the Proposal set up a framework for several urban design objectives and principles to be reinforced in the Kerr Village community.

The Proposal will include a framework for a well-connected public realm network which reinforces the character of the Upper Kerr Village District as a Growth Area suitable for mixed-use intensification, along with the delivery of a compact built form that is compatible with the surrounding area and is able to accommodate a critical mass supportive of a vibrant commercial node. Particular attention to delivering a high-quality and comfortable pedestrian realm which complements and fosters linkages to the surrounding context is also a key component of this Proposal.

The Proposal delivers all the key public realm elements that are required by the Livable Oakville Plan, including a public park, urban square, gateways, and a well-connected network of streets and mid-block connections.

The Proposal seeks to increase building heights to a range of 18-28 storeys. The proposed heights are appropriate with the evolving surrounding context of taller buildings in Kerr Village and near the Oakville GO Station. The Proposal delivers a compact and diversified built form that reinforces the gateway image for Upper Kerr Village District while providing appropriate transitions towards adjacent low-rise neighbourhoods.



APPENDIX

SHADOW IMPACT ANALYSIS

Shadow Impact Analysis

INTRODUCTION

This Shadow Impact Analysis has been completed for the Proposal at 530, 550, 580 Kerr Street and 131, 171 Speers Road based on the conceptual building massing proposed in the Comprehensive Development Plan. The site latitude and longitude used for this study, as specified in the Town of Oakville Shadow Impact Analysis terms of reference, is using Eastern Time Zone and the Geographic coordinates 43.46° N, 79.72° W. Tests were taken at hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset for April 21, June 21, September 21 and December 21 according to the Development Application Guidelines from the Town of Oakville.

The Official Plan allows for building heights in the area to be 8 to 12 storeys with bonusing heights of up to 16 storeys. In support of the Official Plan Amendment, the analysis identifies the net new shadow impact for the portion of the building's massing beyond 16 storeys.

According to the Development Application Guidelines from the Town of Oakville, the following criteria is evaluated in the Shadow Impact Analysis:

Criteria 1 Residential private amenity spaces

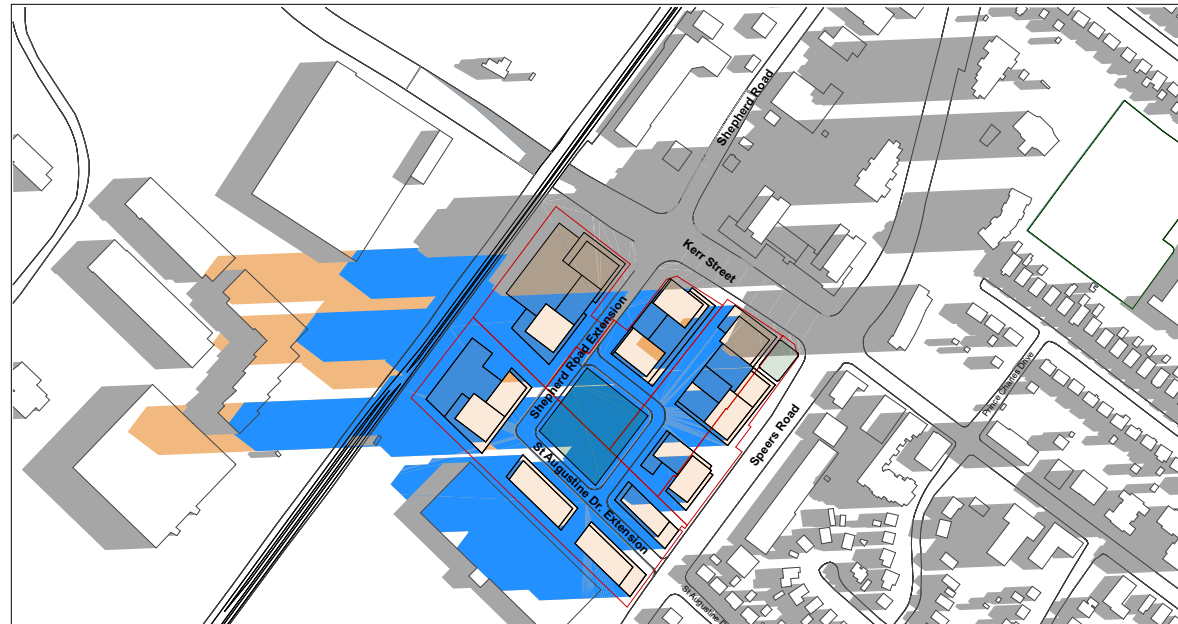
Criteria 2 Public realm including public sidewalks, public plazas, public parks, and school yards

Criteria 3 Solar energy potential

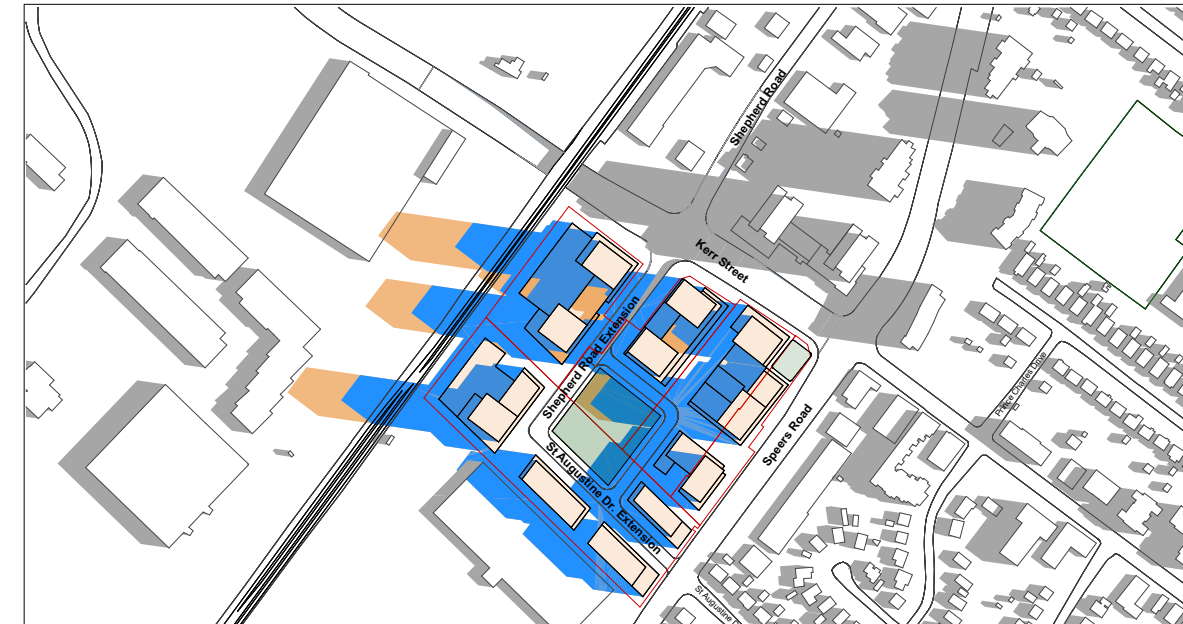
CONCLUSION

In all scenarios, the Proposal will result in minor net new shadows being cast on nearby private properties and public streets throughout the season. The proposed building massing is articulated to minimize the impact on most shadow sensitive uses including the existing and proposed public park, urban square, and neighborhoods. The proposed public park, urban square, and majority of the sidewalk space will receive at least 5 hours of sunlight per day on April 21, June 21 and September 21. There is no net new shadow impact on the Oakwood Public School or Hogs Back Park. There is no net new shadow impact on the existing neighborhood until late in the afternoon around 6pm.

April 21 7:56



April 21 8:56



April 21 11:56



April 21 12:56



April 21 9:56



April 21 10:56



April 21 13:56

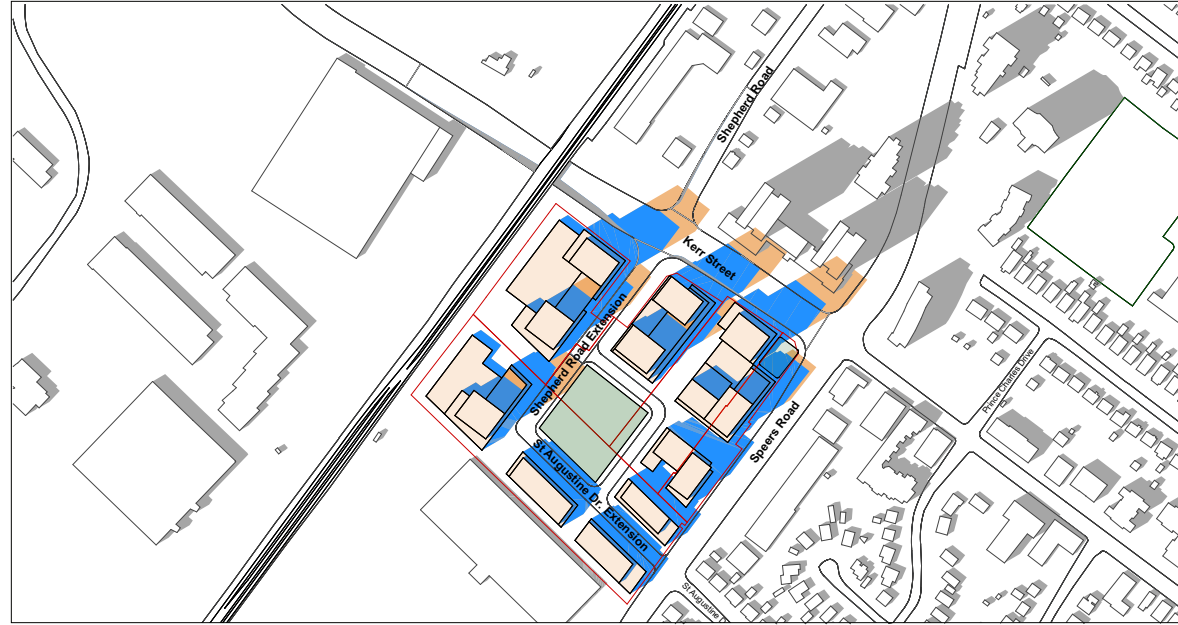


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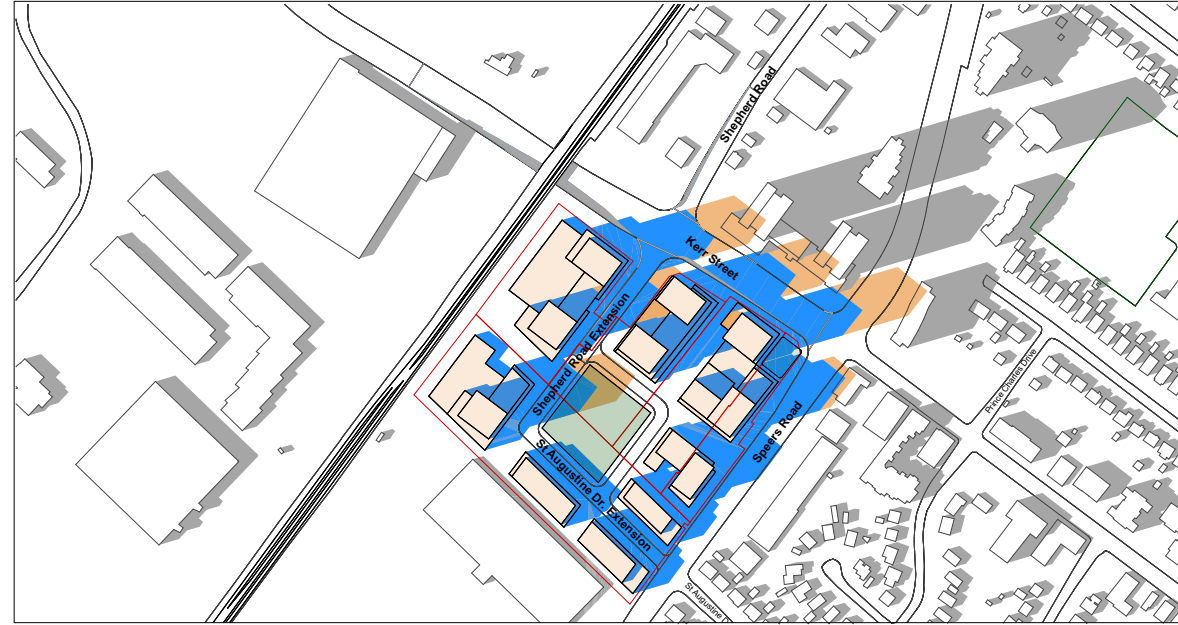


- Site Property Lines
- Parks and Open Space
- As-of-Right Shadows
- Existing Shadows
- Proposed Massing
- Net New Shadows

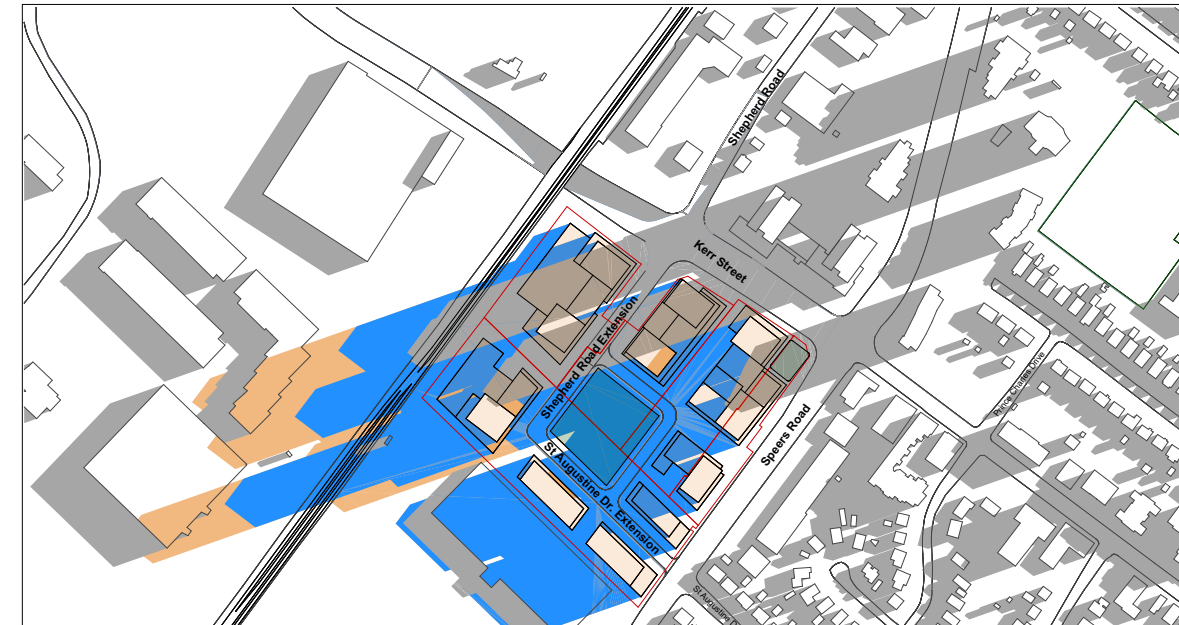
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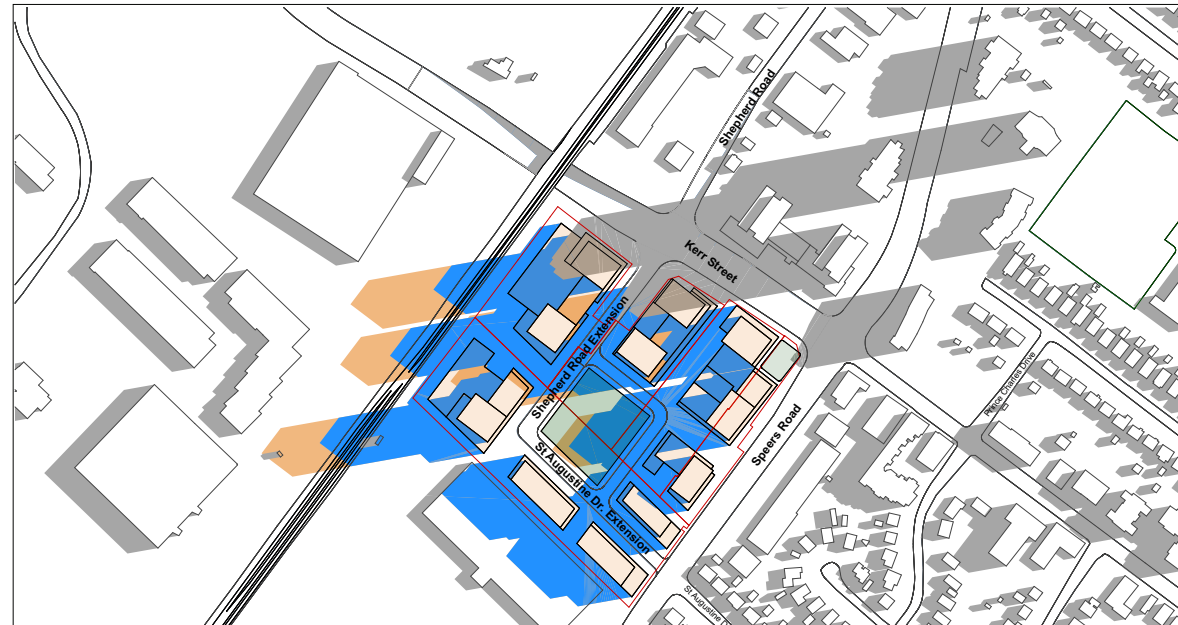
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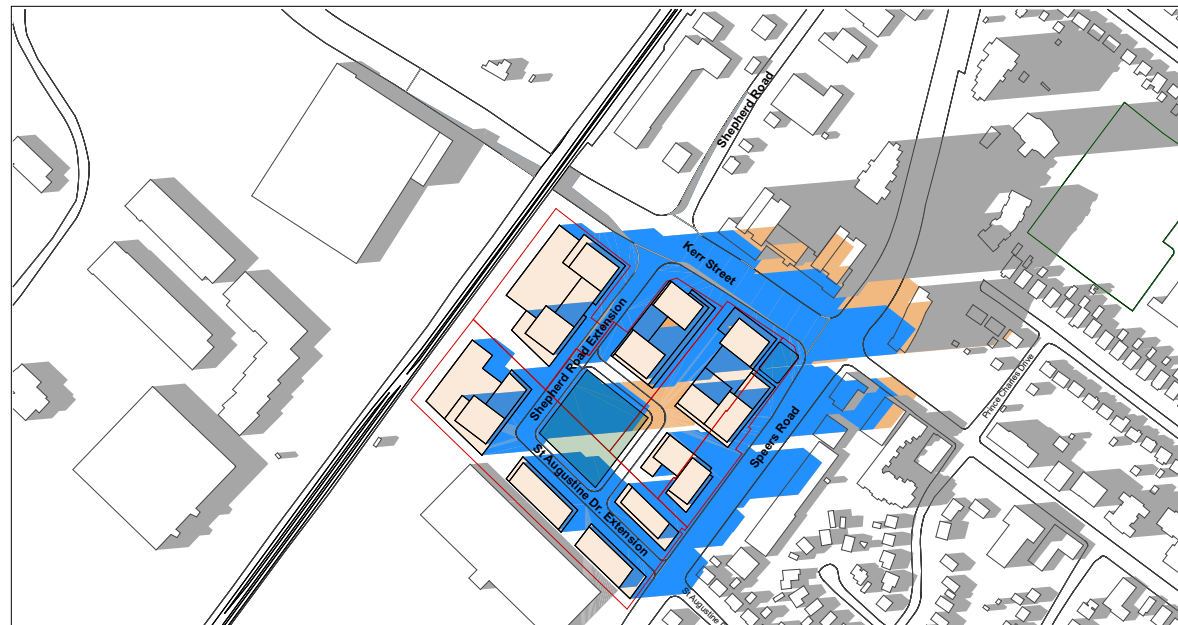
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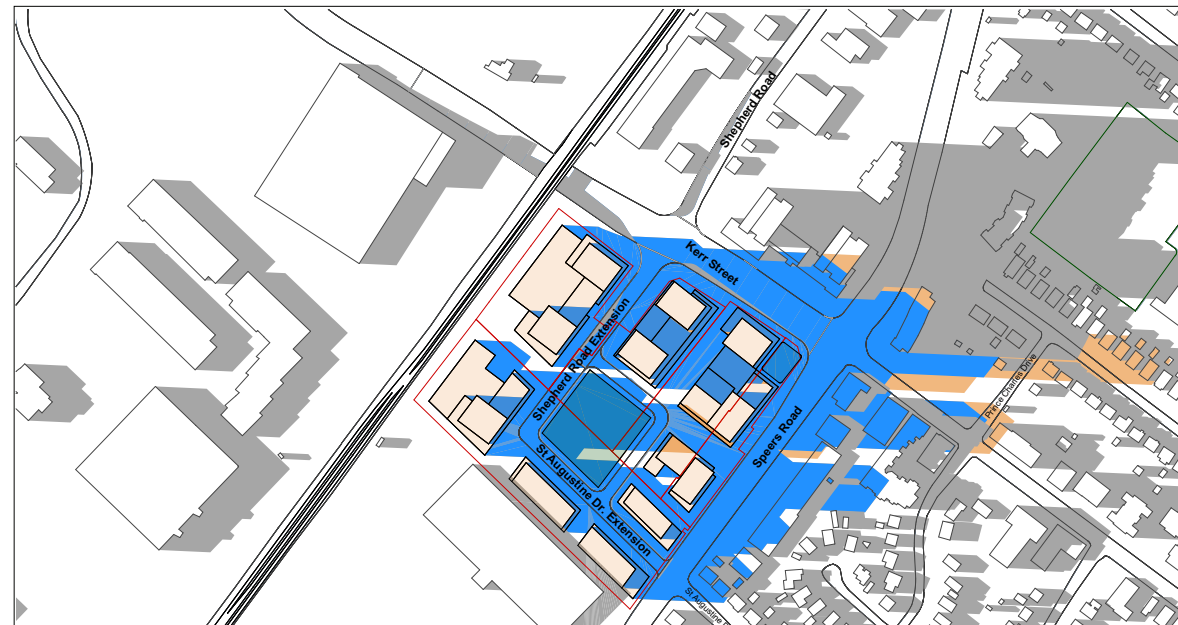
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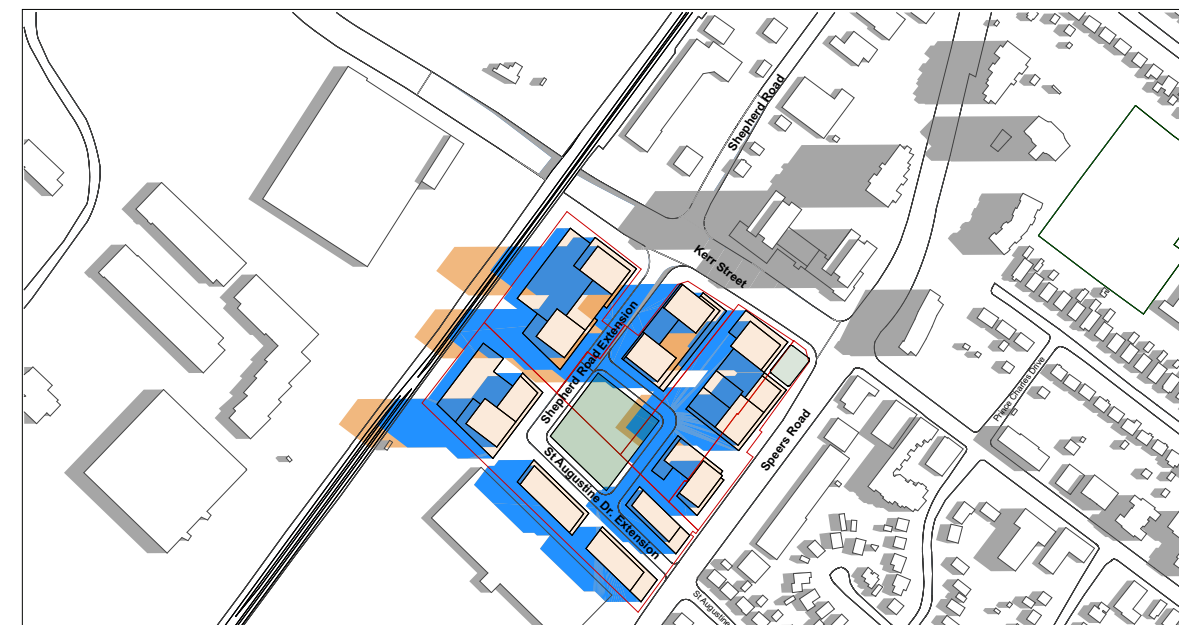
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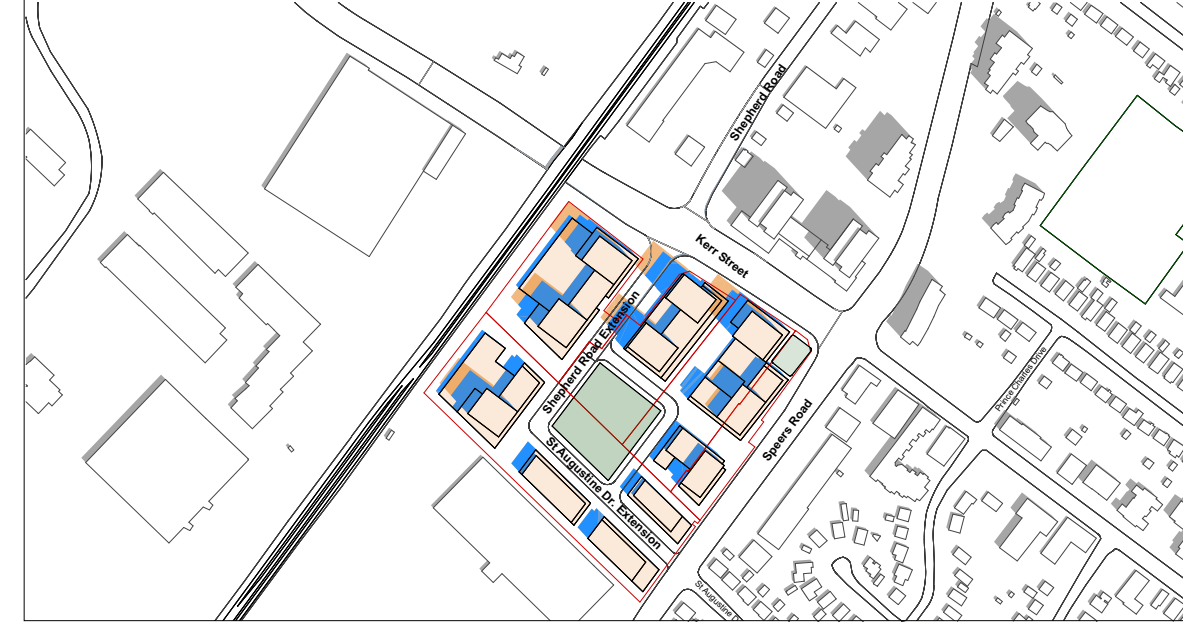
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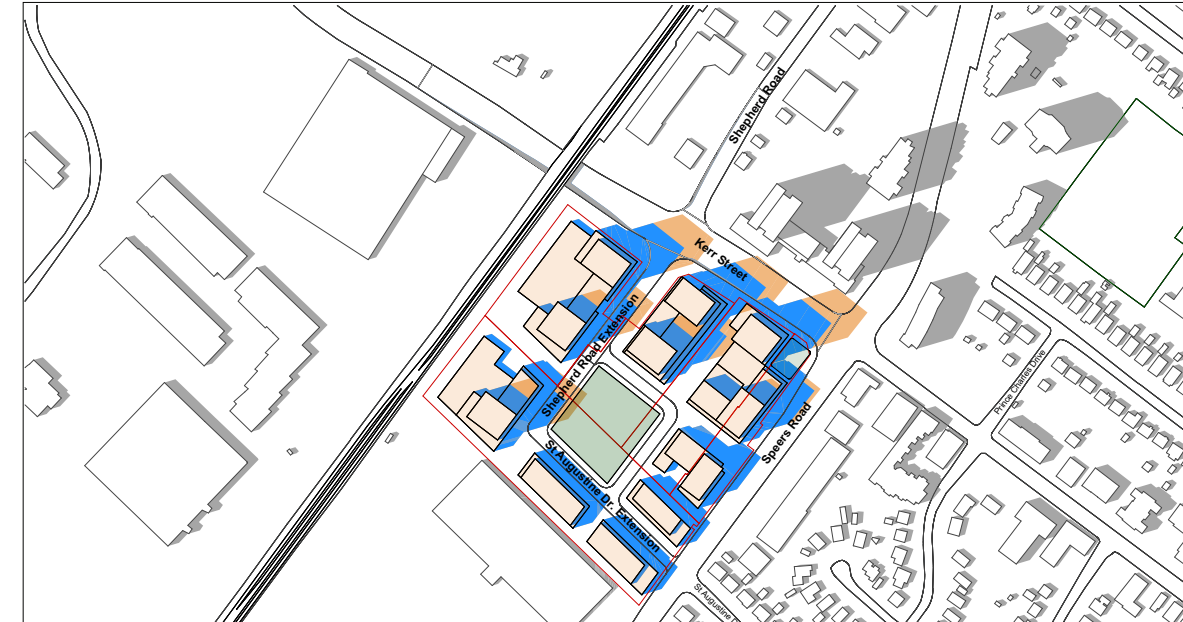
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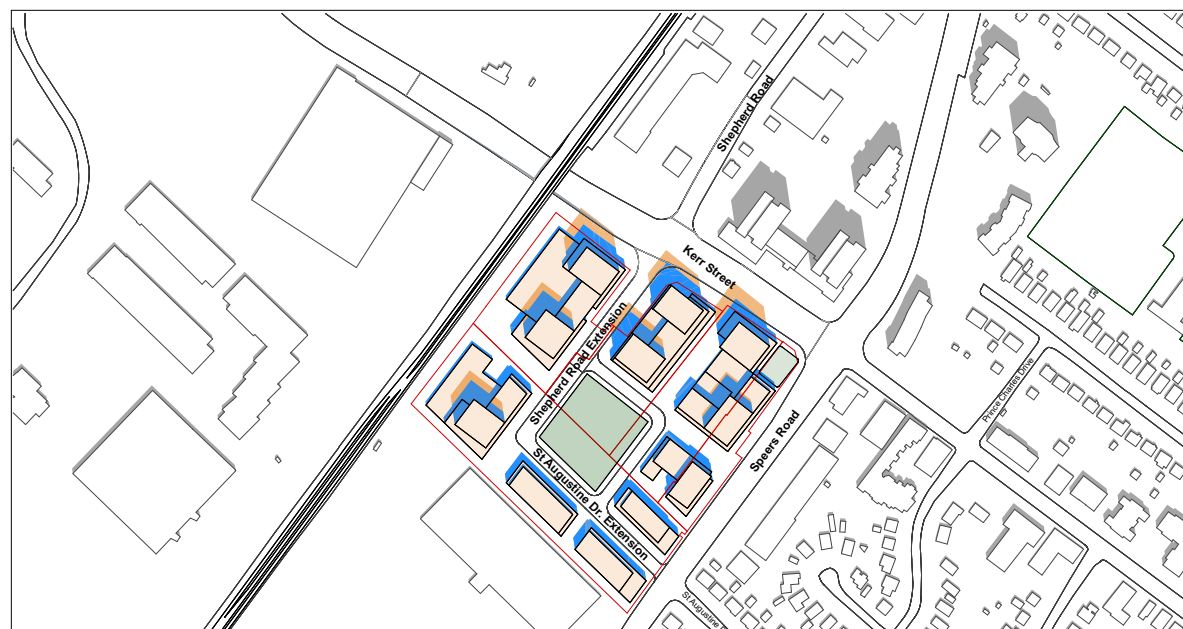
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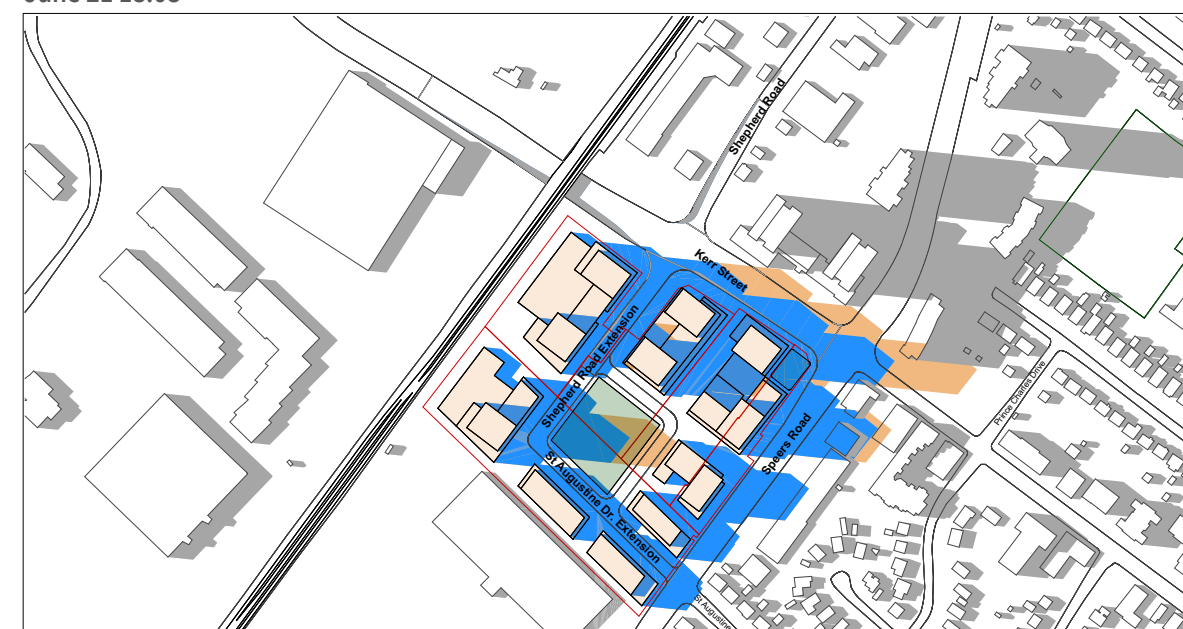
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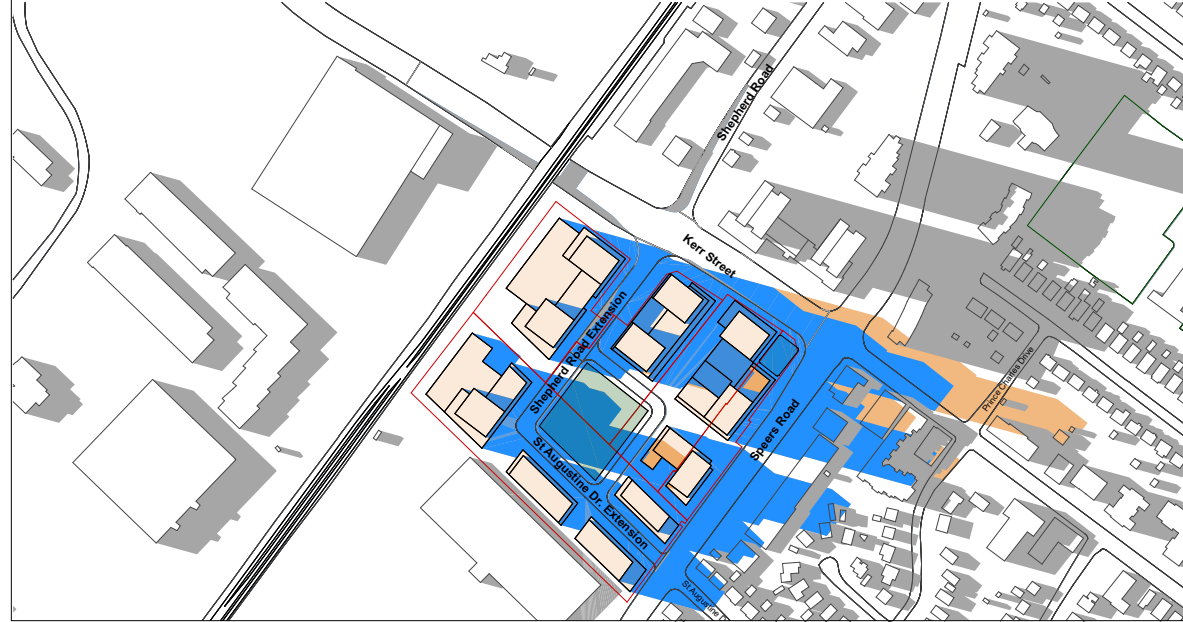


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JUNE SUNRISE 5:38AM
SUNSET 21:04PM

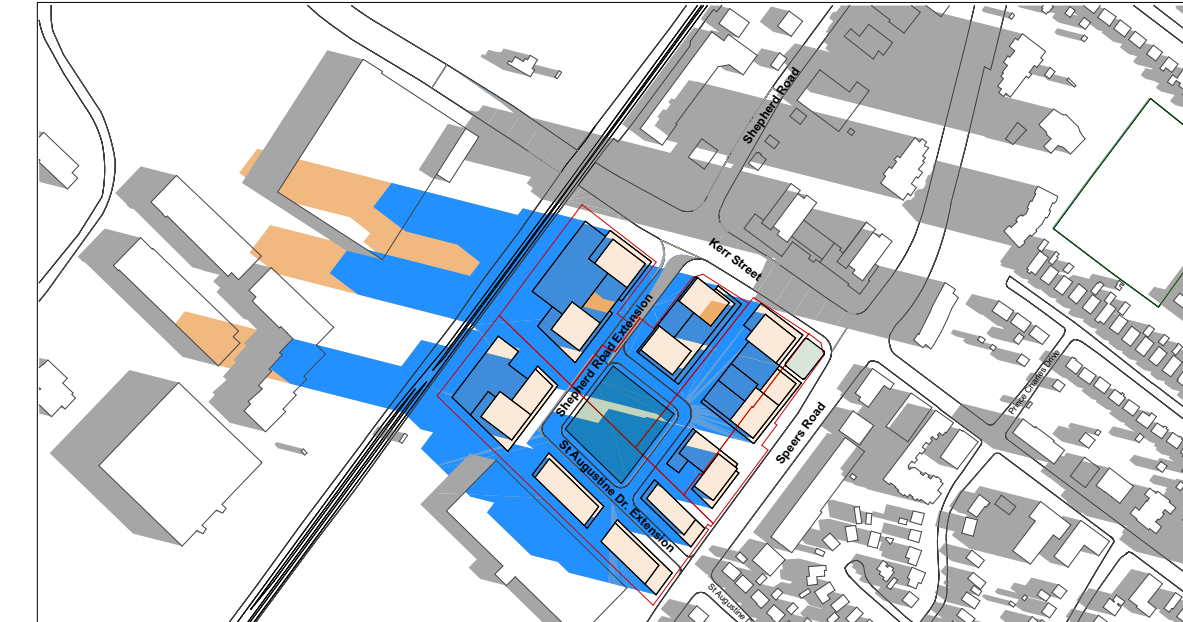
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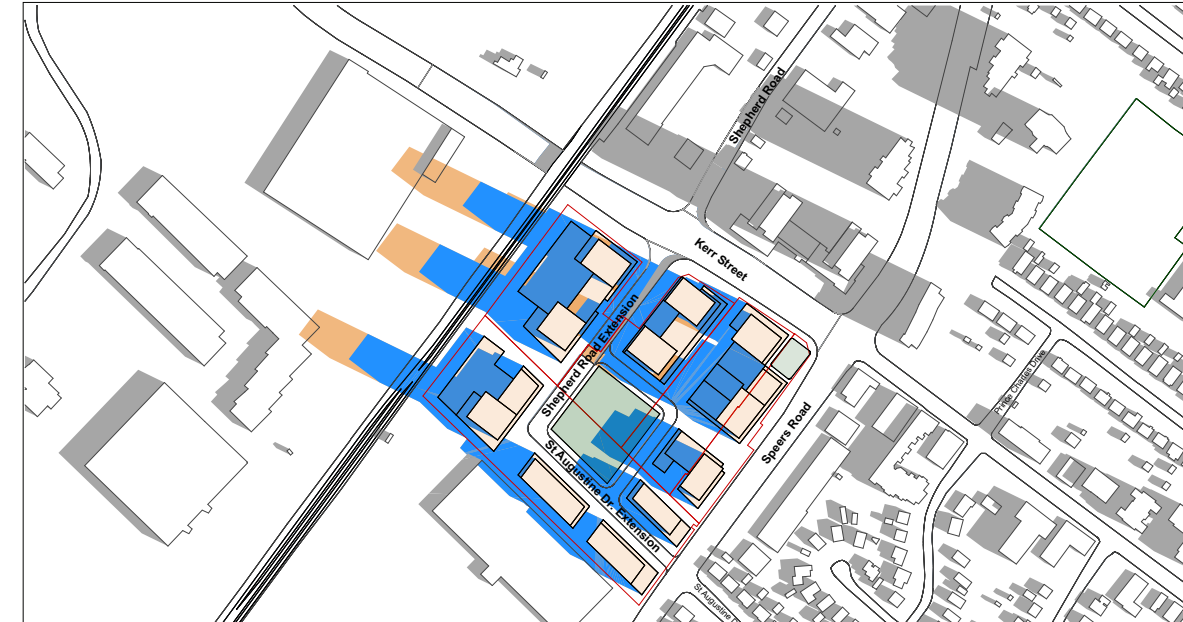
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September 21 8:35



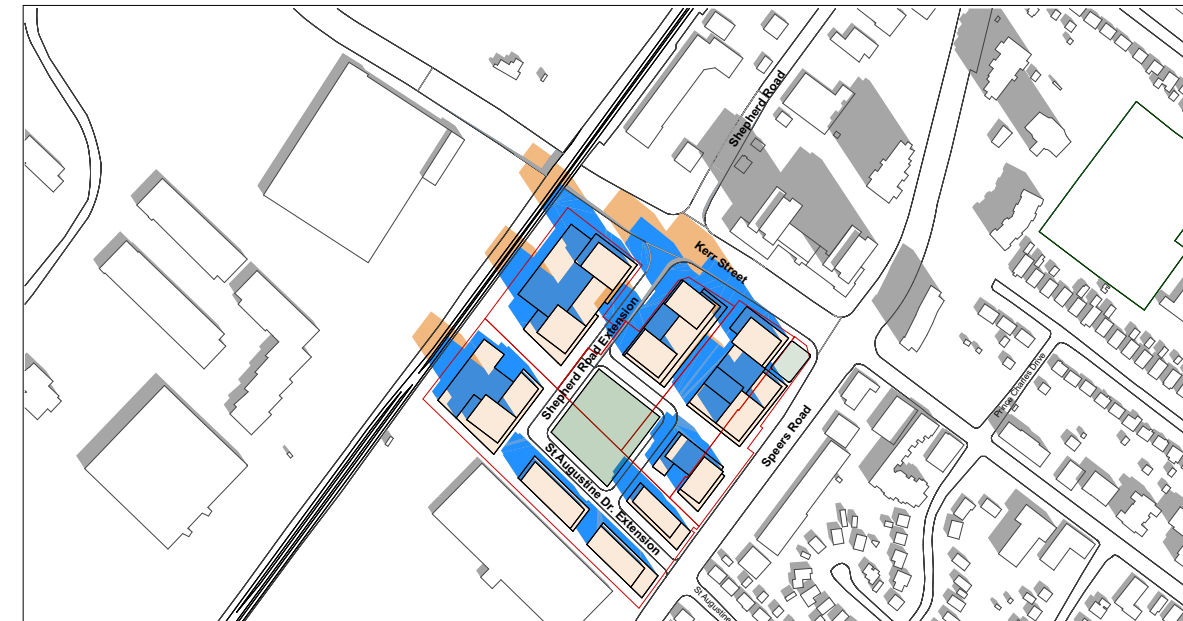
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September 21 11:35



SEPTEMBER SUNRISE 7:05AM
SUNSET 19:18PM

September 21 12:35



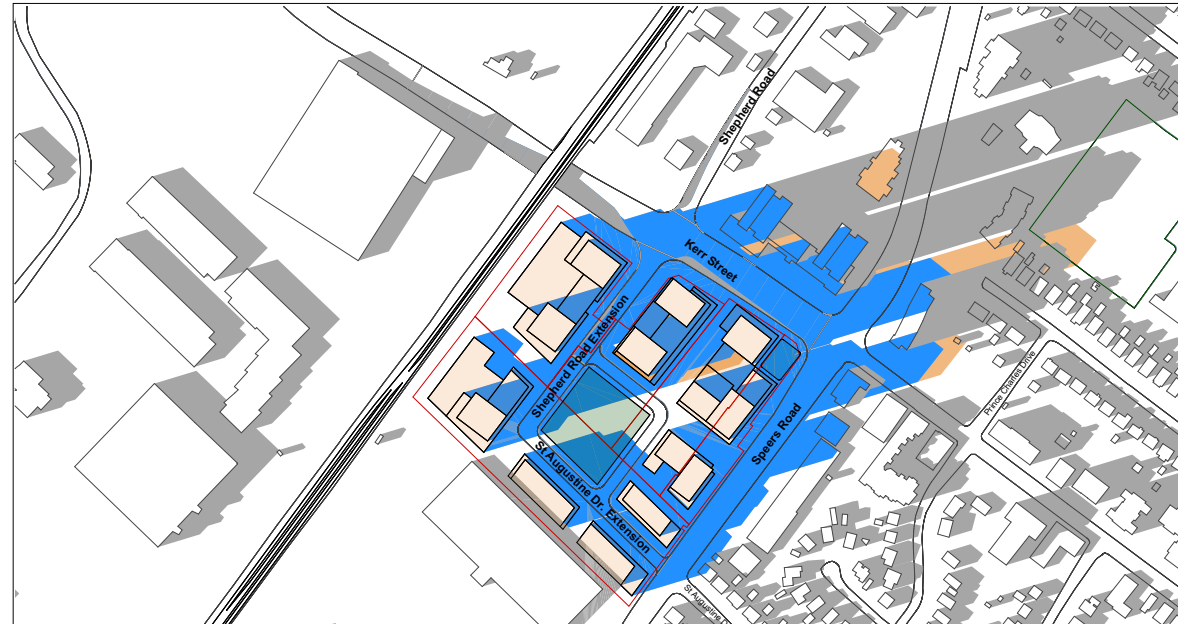
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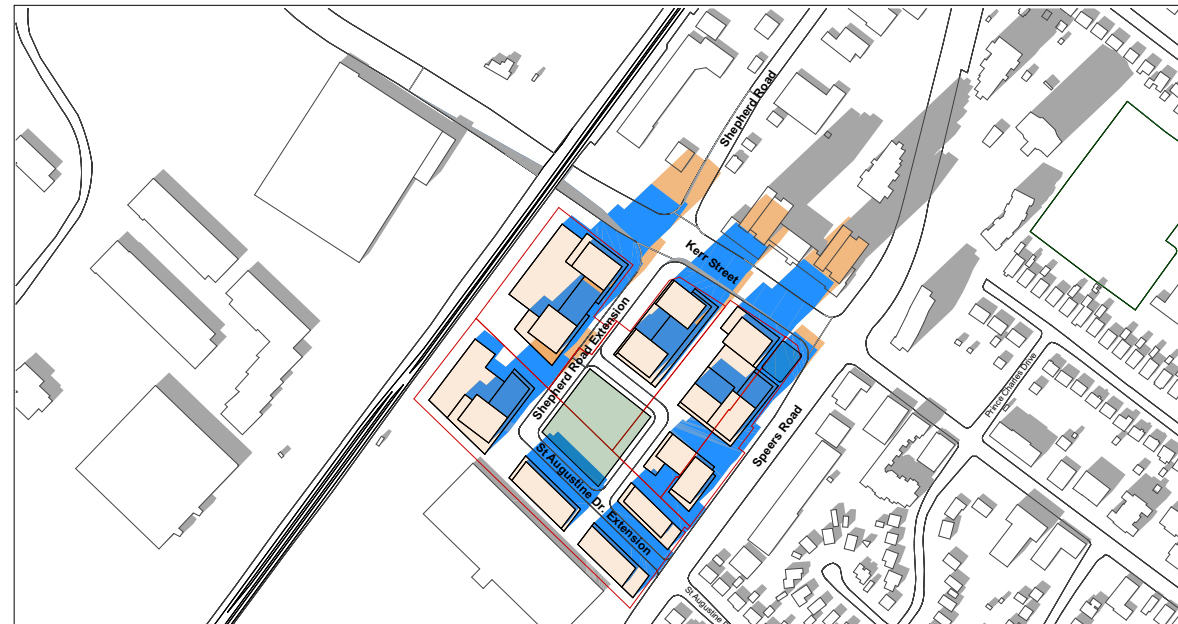
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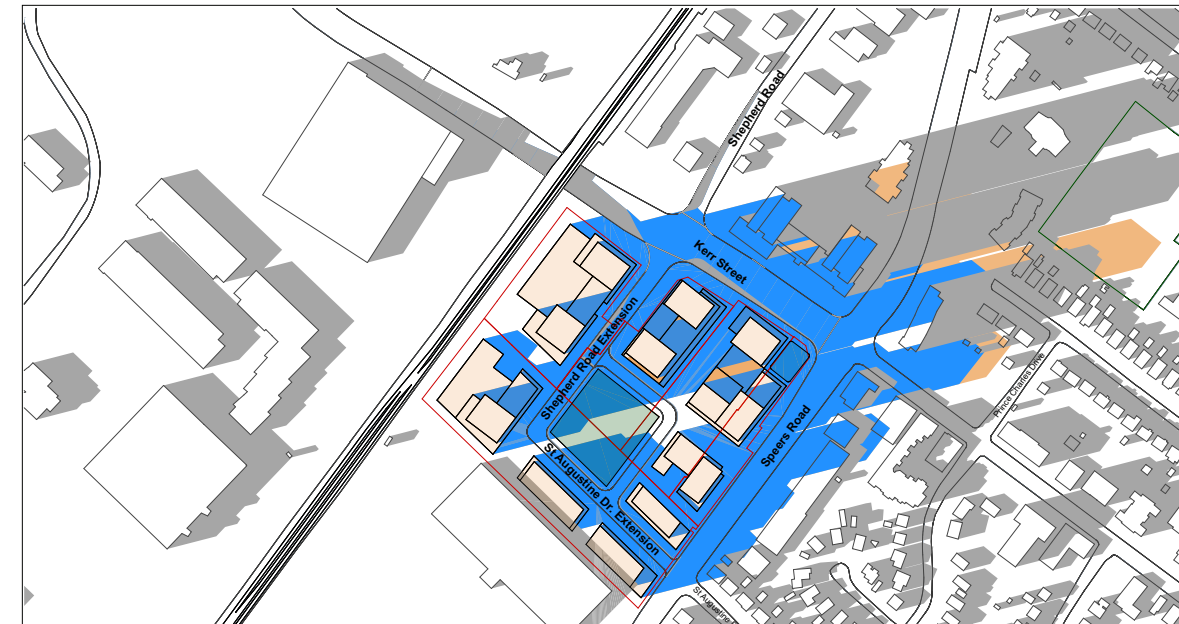
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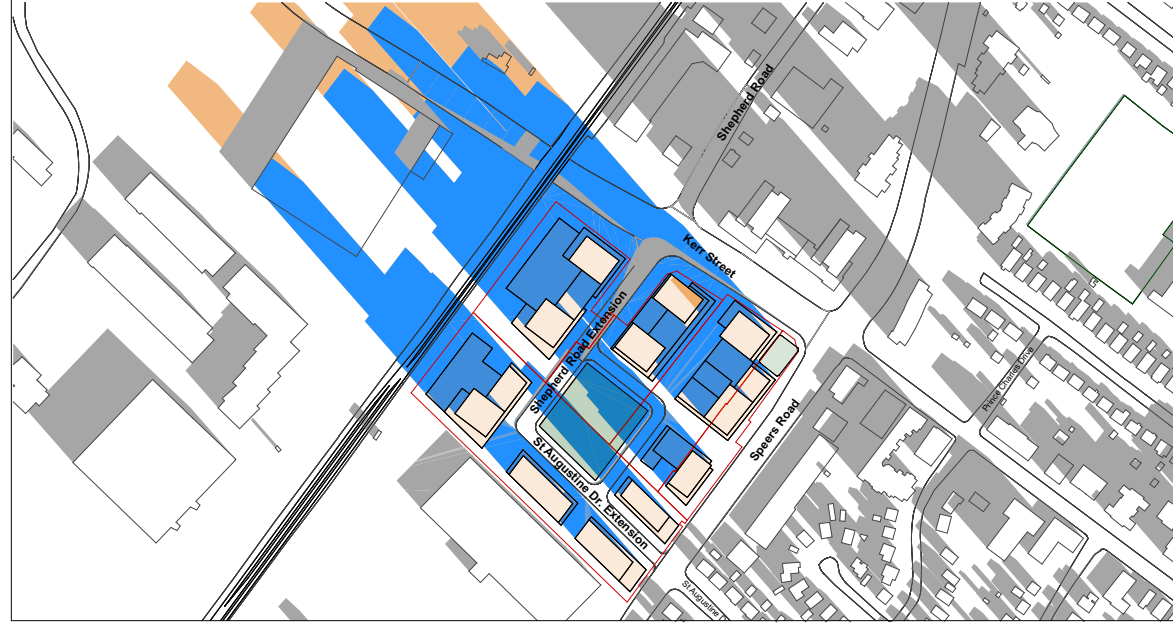
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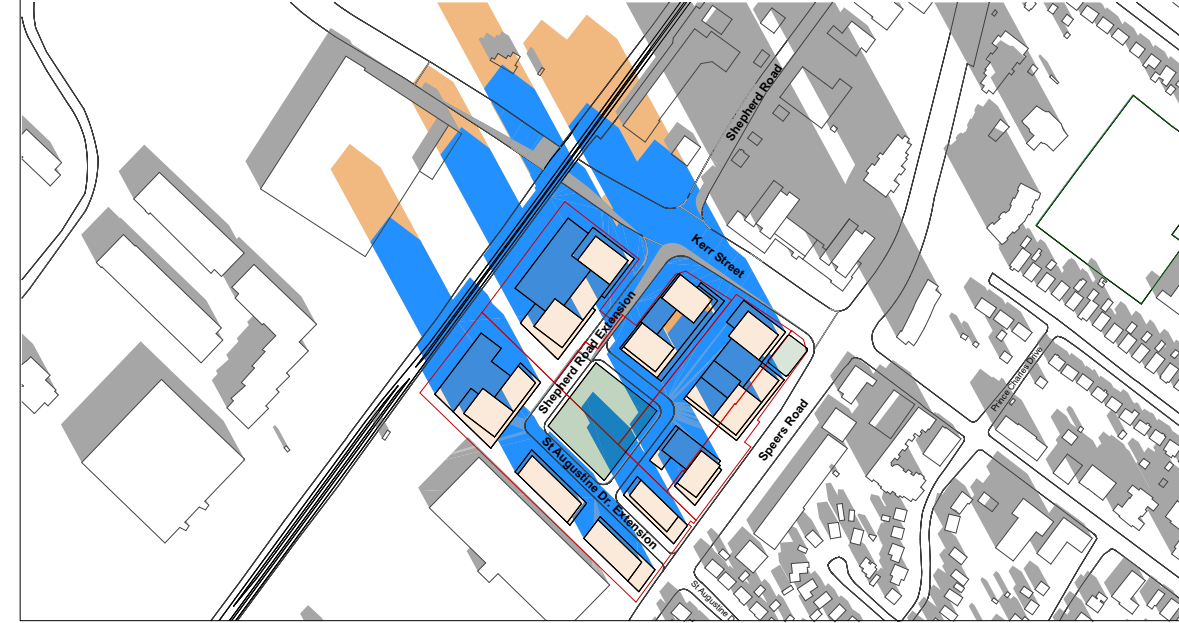
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December 21 9:18



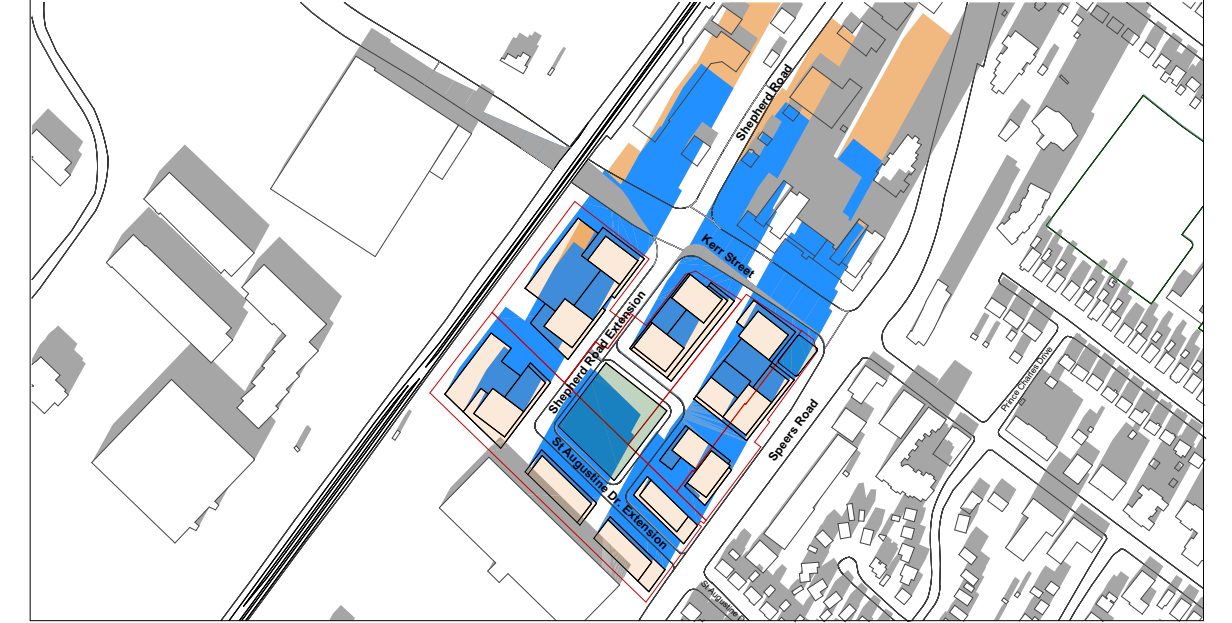
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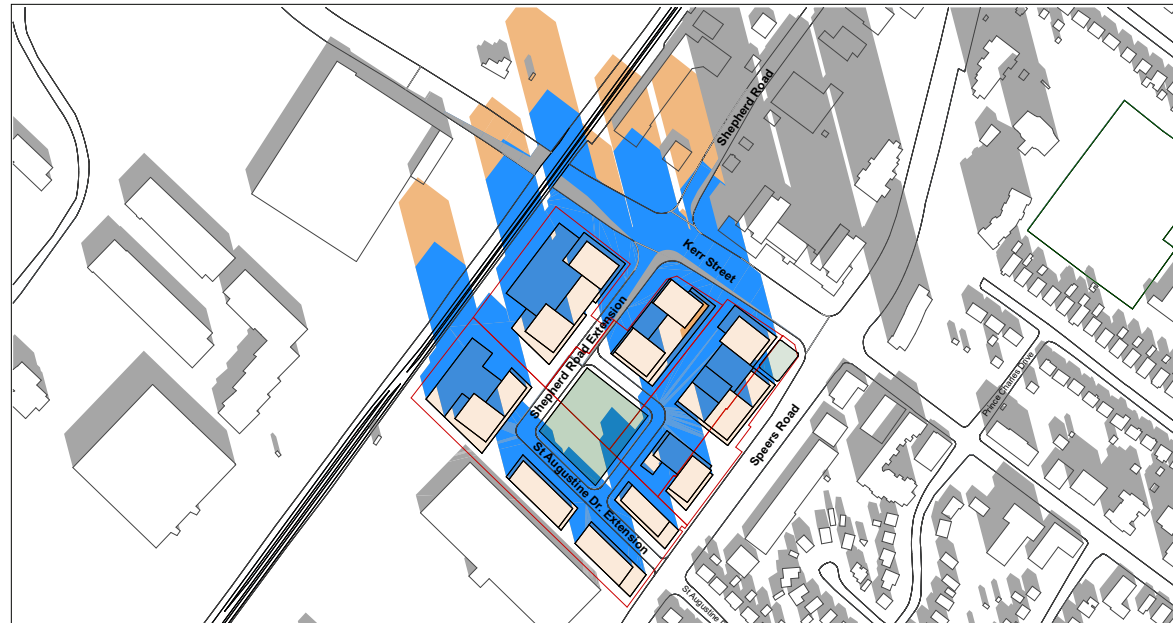
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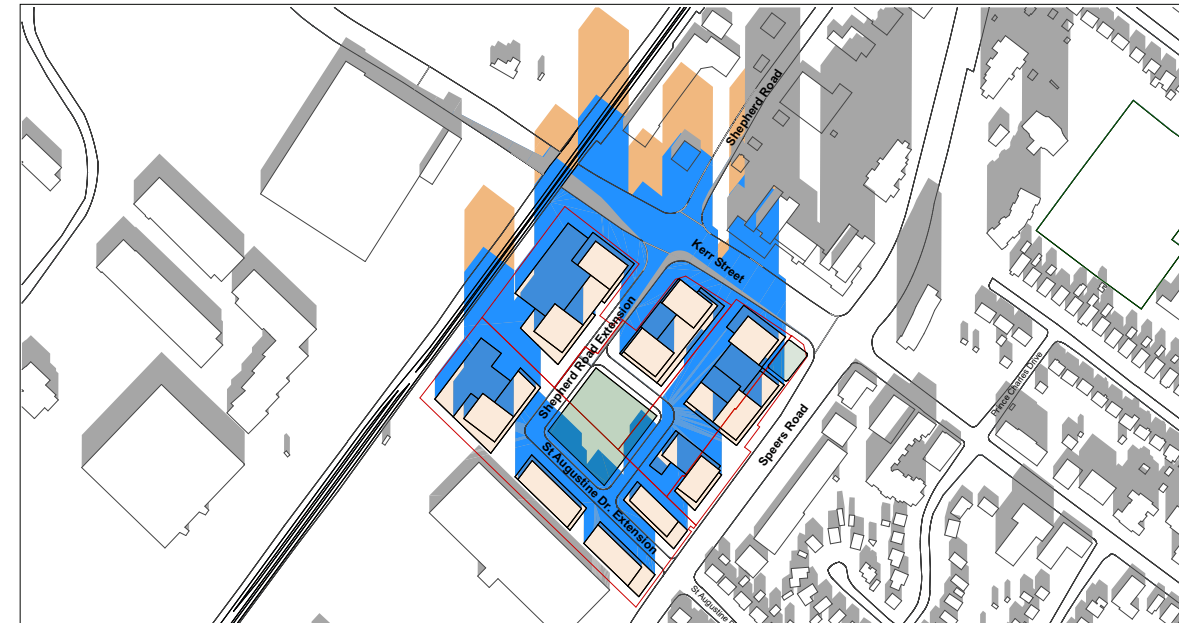
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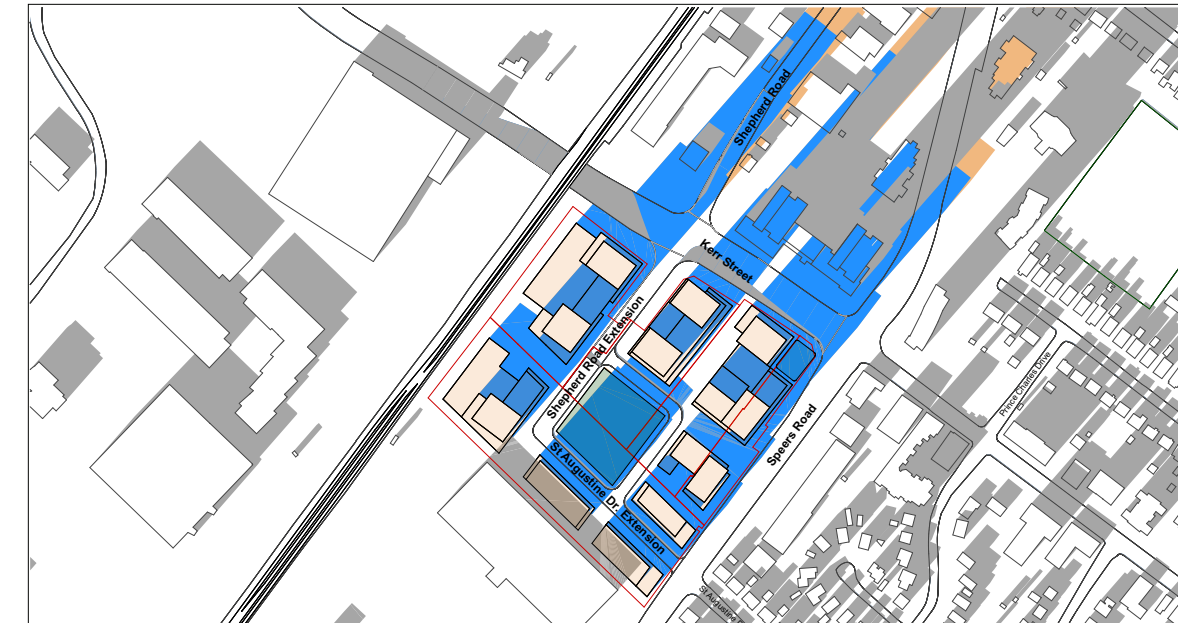
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December 21 15:16



**URBAN
STRATEGIES
INC .**